

small air forces observer

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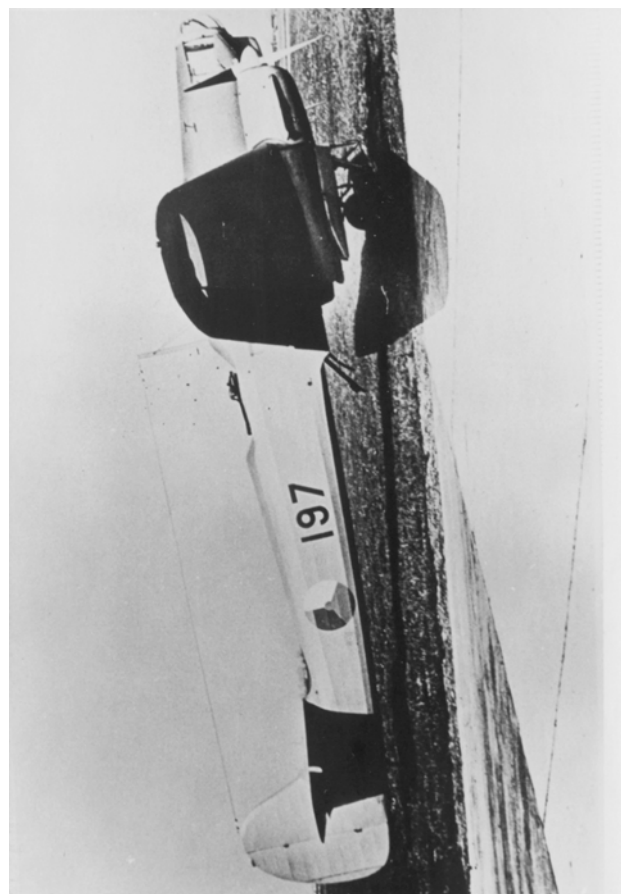
Focke Wulf Fw 58B-2 Weile in Dutch Service
North Korean People's Air Force: Part 7
South Korean T-6 on Floats
Panamanian Gooney Birds
Wellington VC

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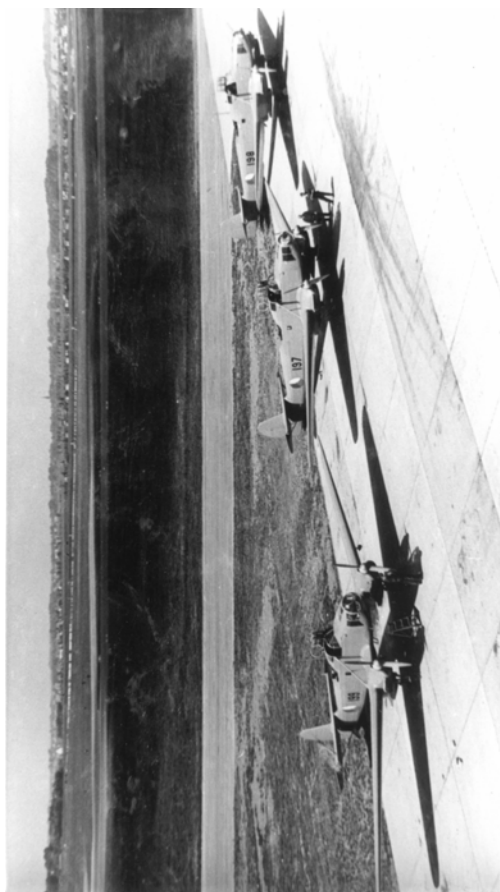
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SMALL AIR FORCES OBSERVER

The Journal of the Small Air Forces Clearing House

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COVER COMMENTS: In the late 1930s, the Dutch conducted a competition to select a two-engine fighter trainer to transition fighter pilots from the single-engine Fokker D-XXI to the twin-engine Fokker G-I. The winner of this competition was the Focke-Wulf Fw 58 Weihe. The story of the Weihe in Dutch service is told in the issue. (Photo via Frits Gerdessen)

-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-

"Is anyone interested in buying the Brazilian aircraft image collection of Rolando Grasso. This collection is comprised of 1026 photos of which 588 are b&w and 439 are in color; 103 slides; and 420 negatives. Lists detailing them, in MS Excel format, are available. The cost for the complete collection is US\$3,200 but Mr. Grasso is willing to consider any reasonable offer and monthly payments (as long as he could be sure to receive them.) If anyone is interested, please drop Mr. Grasso an email at rolando.grasso@gmail.com." Mario Overall, Guatemala.

"There was an interesting article in the Washington post of Sunday 2012.09.30 on the Cambodian trials that mentions a 'former air force commander Sou Met' who held posts in Cambodia's post-war military establishment. Perhaps this relates to the MIG-17s which were in a hangar at Phnom Phen. I spotted them from the air when I flew to Cambodia in 1964 --but I think they never ever took to the air." Denys J Voaden (SAFCH #1483), USA.

"The following is a small addition to the article on the SCW that appeared in SAFO #142. Aleksandr Petrovich Osadchii. Born 1907. Military service

from 1929: 65th Fighter eskadril'ya in Kiev Military District. In Spain from 1937.01.01 to 1937.07.26. Slightly wounded in combat in March. In WW II, commanded two air Divisions of the VVS. He was promoted to the rank of general-maior aviatsii on 1945.04.20. In retirement lived in Kiev. Died in 1981.

"A well-researched book on the SCW that has great details on arms, especially aircraft, is Gerald Howson's 'Arms for Spain' (London 1998). See especially page 149 for the convolved and unethical pricing of aeroplanes. I recommend it highly." Denys J Voaden (SAFCH #1483), USA.

AUSTRALIA

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION

(APMA, PO Box 51, Strathfield, NSW 2135; 4 issues airmail A\$40. International payment is best handled via Paypal at iansharyn@bigpond.com.au). Web Site: www.apma.org.

1-12 (28 pages) "B-17E to G" 5 pages including Production List and sketches of different nose configurations. "Lavochkins in China" 5 pages with 18 color photos of La-9 and La-11 in a Chinese museum. "Racing Corsair" one page drawing of Thompson Trophy winning F2G. "Hounds & Hinds" 4 pages with 21 photos of helicopters on display in Germany & Czech Republic. And, articles on armored vehicles including lots of drawings.

2-12 The Tank Issue (28 pages) Mainly British WW2 tanks.

AUSTRIA

ÖFH NACHRICHTEN (Oesterrichische Flugzug Historiker, Pfenninggeldf 18/2/14, A-1160 Wien. Write for free sample.

3/12 (40 pages) "Austrian Airlines Vickers Viscount 779D: 1. Teil" 9 pages including 17 photos (3 in color). "Dislozierung der Fliken 34 und 67 an der Balkanfront Oktober/November 1918" 8 pages including 2 photos.

FINLAND

MALLARI (IPMS Finland, PL 798, 00101 Helsinki; 4 issues \$30.00 surface mail; \$37.00 airmail. No checks. Text in Finnish. www.ipmsfinland.org.

#186 (20 pages) Nothing of small-air-forces interest.

#187 (20 pages) "Mörkö-Moranen" 3 pages including 6 photos on converting the 1-72-scale Hasegawa MS 406 into a Finnish Mörkö-Morane.

FRANCE

AIR MAGAZINE, Artipresse, 119 rue Anatole France, 93170 Bagnolet, France. Six issues a year. 55 euros in France, 60 euros in Europe, and 95 euros for the rest of the world. E-mail: airmagazine@rocketmail.com.

#56 Juillet/Aout 2012 (82 pages) "Le Heinkel He 112 en Hongrie" 8 pages including 18 photos, 3 color profile drawings, and a color 3-view drawing. "Ramón Jiménez Maraón: le pilote du

numéro 13" 9 pages including 17 photos and 3 color profile drawings (SCW I-16, D 520, & Anson (both the latter carrying the "Cross of Lorraine" national insignia). "Le Crêpes Volantes de Charles Zimmerman" 26 pages including 31 photos and 2 multi-view 1/72-scale drawings (Chance-Vought V-173 & Vought XF2U-1). "Le Graf Zeppelin survole le Cher" 5 pages including 4 photos. "B-24 Witchcraft" 4 pages including 5 photos and a color profile drawing. "Les Potez 39 et 390" 24 pages including 50 photos, 5 color profile drawings, 6 color 2-view drawings, and a 5-view 1/72-scale drawing.

AVIONS: Toute l'Aeronautique et son Histoire (Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. 71 euro for 6 issues). Website: www.avions-bateaux.com. E-mail: contact@avions-bateaux.com.

#189 Septmbre/Octobre 2012 (96 pages) "Le Messerschmitt Bf 109E" 26 pages including 53 photos, 13 color profile drawings, and 2 tables. "L'aviation Navale Argentine Durant la Guerre des Malouines (2)" 14 pages including 24 photos, and 4 color profile drawings [A-4Q (2), S-2E, & SP-2H]. "As 14/18: Michel Coiffard" 8 pages including 13 photos, one color profile drawing (Spad XIII), and table of victories. "Le Douglas O-38 dans l'Aviation Militaire Péruvienne" 12 pages including 13 photos, 5 color profile drawings, and a scale 3-view drawing. "L'Armée de l'Air Face à la Thaïland" 16 pages including 31 photos, 11 color profile drawings [French: Potez 25 (2), Loire 130 (2), Potez 542, Caudron C.635, & captured Vought V-93; Thai: Vought V-93, Martin 139, Fairchild 24, & Hawk 75], and one map. "Le Junkers Ju 46" 5 pages including 8 photos. "Yokosuka K5Y Willow" 6 pages including 8 photos, and one color profile drawing.

GERMANY

FLIEGER REVUE EXTRA (Verlag Fliegerrevue, Herrn Detlef Billig, Oranienamm 48, D-13469 Berlin. 4 issues per year, \$66 surface. Payment by check drawn on German bank)

#37 (116 pages) "Dornier gegen Nippon" 14 pages including 23 photos of Dutch Do 24K in the NEI. "Überfall auf Polen" 34 pages on the Soviet invasion of

Poland in 1939 including 25 photos of Polish a/c and 70 photos of Soviet a/c, 5 maps, and 4 color profiles [PZL P-37 Los in Luftwaffe markings, I-16 (2), & I-152]. "Flugzeugbau bei Saab" 20 pages on the history of Saab a/c including 22 photos (many in a 2-page presentation). "Pfadfinder des Todes" 18 pages including 35 photos of USAF forward air control a/c in Vietnam. "Wal im Museum" 6 pages including 15 photos. "Mit Hurricane und Spitfire" 4 pages including 9 photos from an air meet celebrating 70th year of Czechoslovak fighters (Czech Hurricane & Spitfire, Bulgarian Su-25, Polish MiG-15UTI, & Slovak L-29) "Fliegendes Museum der Vlach-Stiftung" 7 pages including 9 photos of old a/c at a fly-in the Czech Republic.

ITALY

JP4 Menslie di Aeronautica e Spazio. Via XX Settembre, 60-50129 Firenze, Italy. Email: jp4@dueservice.com. Website: www.ediservice.it.

Agosto 2012 (100 pages) "L'attacco a lungo reggio dell'Aeronautica Israeliana" 6 pages including 9 photo (F-15 & F-16). "Hava Kuvvetleri Muzesi" 3 pages on Turkish museum including 8 photos (PZL P-24G, MK-44 Ugur, Curtiss-Wright CW-22, Grigorovitch M-?, Canadair F-86E Sabre, Republic F-84G Thunderjet, Convair F-102A Delta Dagger, & Aerosptiale SF-210 Caravelle). "Incidenti Militari" 1 page including 5 photos (Honduras Cessna 210 'FAH243', Indonesia Fokker F.27/400M 'A-2708', Syrian MiG-21, & Mexican Siai Marchetti SF-260EU '6116').

Settembre 2012 (100 pages) "Baz: gli F-15 israeliani" 8 pages including 9 photos and an informative English translation. "Incidenti Militari" 1 page including 4 photos (Romania Alouette & Colombia Super Tucano 'FAC 3122').

Ottobre 2012 (100 pages) Color photos; Bolivia Eurocopter EC145 'FAB-003', India Agusta/Westland AW101 Merlin, Turkmenistan AW101 'EZ-S715', Oman C-130J, Indonesia Super Tucano. "Batajnic 2012" 2 pages with 7 photos (Serbian Lasta-95 & Kobac – both carrying what seems to be a new Serbian insignia consisting of a white cross on a red disc). "Incidenti Militari" 1 page including 3 photos (Uganda Mi-24, Brazil AMX '5542', and India Mi-17).

Dutch Focke Wulf Fw 58B-2 Weihe

Frits Gerdessen

When, in 1940, the Dutch retired the aged Fokker F.VII's as their multi-engine trainer, a replacement was already in use - the Focke Wulf Fw 58 Weihe. In the spring of 1938, the IML (Note 1) had been ordered to start a selection procedure for new aircraft for the ML (Note 2): 72 combat aircraft (including 100% reserve) for four 9-plane squadrons and a number of trainers. The IML reported on 22 October on the combat aircraft and advised the selection of aircraft already in production. The Defence Minister largely neglected this advice, and only 18 Douglas DB-8A/3N were ordered.

It went better with the training aircraft. The Fokker S.9 primary trainer (20), the Koolhoven FK.56 advanced trainer (10), and the Fw 58 Weihe (3) were all ordered.

The IML mentioned in his report, dated 28 October 1938, that a number of twin-engine trainers were under consideration. Aircraft already in production being considered were: the Avro Anson, Airspeed Oxford, Lockheed 112, Fw 58 Weihe, and Caproni 310. Koolhoven offered a trainer version of the FK.49 and Fokker had already proposed Projects 149 and 153 for the Netherlands East Indies Air Force.

The Weihe had been demonstrated in Holland on 12 October 1937 and had given a good impression. That the plane was easy to fly was seen by the IML to be a slight disadvantage. (The Luftwaffe, on the other hand, considered a trainee pilot on twin-engine aircraft had so much to do that he should not have to contend with difficult flight characteristics in addition.)

The Dutch Chose the Weihe

Of the other types, the Lockheed 112 was proposed (3 aircraft) and speedy delivery was possible as the type, as the L-212, has already been ordered by the Netherlands Indies Air Force. This proposal was not proceeded with. Instead it was decided to start with three Weihe's which were ordered in early 1939 at a cost of RM 318.752,25. They were ferried to Soesterberg on 31 May 1939 carrying serials 197, 198, and 199. These planes were immediately taken into service and soon turned out to be an excellent purchase.

Now that the F.VII 801 and 803 (Note 3) were to be retired from training duties and a replacement had been selected, two other twin-engine aircraft were still being considered: The Fokker T.8 landplane and the Koolhoven FK.57M. The former was a landplane version of the T.8W torpedo seaplane, already in production, and the latter a conversion of the FK.57 touring plane. The FK.57 was demonstrated on 26 June 1939 at Soesterberg. However,

since it would take time before either type would be available and it would also mean that yet another type would enter the inventory, it was decided to order two additional Weihe's. They were ordered around 1 September 1939 and delivered at Eelde on 16 February 1940, serials 195 and 196. Since Germany was already at war, these last two Weihe's were delivered to Eelde with washable German markings. After these were removed, they were ferried to the LVB Depot at Soesterberg.

The Weihe in Dutch Service

The Weihe's were intensively used - 198 for twin-engine training (for future pilots of the Fokker G.1) and the others by the Observer's School. Weihe 197 had a radio direction finder fitted and served as the command plane for Lt. General P.W. Best, the Air Defence Commander (C.Lvd). (Note 4) It was also used by the Radio School at Rotterdam with 3 pupils and one instructor on board. In addition, transport flights were made, e.g. ferrying LVB (Note 5) mechanics with tools and spares to various bases.

On 11^h April 1939 the ML was mobilised and operational. On 29 August, a number of ML units were dispersed. On 11 November 1939, the ML was further dispersed. The Final Training Aviation School moved from Soesterberg to Texel, with Weihe's 198 and 199. The primary and advanced training schools were already based at Vlissingen and Haamstede respectively.

On 24 February, the flying school commander, Capt. J.L. Zegers, made a belly landing at Texel with 199 and the plane was transported to Schiphol to be repaired by KLM.

Weihe 198 was lost on the night of 12-13 March. Miss Grolle, a teacher at Texel, had developed appendicitis and needed immediate surgery. As it was too late to use the ferry to Den Helder, it was decided to fly her out using Weihe 198. The aircraft was flown by W/O D.H. Lambermont. Capt. Zegers, who always looked after his men, went along because he didn't want his crack instructor go alone in the dark with adverse weather. Miss Grolle was accompanied by her doctor. The destination was De Kooij, a distance of about 25 km, but almost at once after take-off the crew got lost. They had no radio. After some time they came down in the sea, apparently on a sandbank which was nearly dry. After some time, the tide came up and they all climbed up on the roof. They were found the next day by a Fokker C.VIIIw seaplane from the naval base at De Mok at Texel. The C.VIIIw took all four aboard and taxied back to De Mok. They had come down only 30 km from Texel air base. The crash report

was extremely critical of the inadequate flight planning and the decision to use a plane without a radio. Apparently this cold adventure had cured Miss Grolle's appendicitis!

After these two crashes, 195 and 196 were soon in use. Weihe 195 was fitted with a radio and served as a command and radio plane, and 196 went to Texel. Weihe 195 was based at Ypenburg and kpt. S. Mante made the last flight of the type in the evening of 9 May 1940. On 7 May, all Dutch forces were put on alert, and 195 was used

to check the effectiveness of the black-out. After this flight, 195 landed at Waalhaven.

With the German attack on 10 May, all Weihe's were lost. On the 10th, 195 was destroyed at Waalhaven and 199 was destroyed at Schiphol. On the 11th, 196 and 197 were strafed at Texel and burned out.

Frits Gerdessen (SAFCH #12), Netherlands.

Notes

1. IML = Inspecteur/Inspectie der Militaire Luchtvaart = Inspector/Inspectorate of Military Aviation. The IML was instituted the 15th April 1935, as a superior to both the Luchtvaartafdeeling (LVA) and the Luchtvaartbedrijf (LVB, the aviation factory)
2. On 1 July 1939 the Militaire Luchtvaart (ML) was officially instituted as a separate defense branch. The LVA had been a minor army unit.
3. F.VII 802 had been overhauled and continued in service as transport, hack, etc. 803 was still flying as late as early May 1940.
4. Commandant Luchtverdediging.
5. Luchtvaartbedrijf (Aviation Factory), founded on 15 August 1932, split off from the LVA's Technische Dienst (Technical Branch) and was charged with keeping the LVA in the air.

Captions for photos on pages 74 and 107-108

1. Koolhoven offered a trainer version of its FK.49 in the competition for a twin-engine fighter trainer that was won by the Focke Wulf Fw 58 Weihe. (P.J. Aarts) .
2. The first three Dutch Fw 58 (197-199) at Bremen, Germany, ready to depart for Holland. The roundels are incorrectly painted. On the fuselage the white should be below, and on the wing the white should be aft.
3. Weihe 197 at Soesterberg still carrying the incorrect roundels.
4. Weihe 199 at Vlissingen in September 1939. The roundels on the first three Fw 58 were still not corrected when they were replaced by the orange triangles introduced 1 October, 1940.
5. Weihe 199 from the right side.
6. The dorsal gun position on a Dutch Fw 58.
7. Weihe 198 in landing at Soesterberg.
8. A Dutch Fw 58 at Texel on 20 November 1939. In front are four pilots who just finished twin-engine fighter training. Left to right: sgts. P.J. Aarts, C.R. Ottes, D. Lub, and G. Nijhuis. They were brought to Soesterberg by W/O D.H. Lambermont. (P.J. Aarts).
9. A Weihe ready for take-off at Texel early in 1940. The winter 1930-40 was very severe. Note the orange triangle insignia on the underside of the wing.
10. Fw 58 199 on its belly at Texel on 24 February 1940 after capt. J.L. Zegers misjudged the size of the field. By this time, the roundels have been replaced by the orange triangle and the rudder painted orange.
11. After the crash, 199 was quickly transported off the field and sent to Schiphol for repair by KLM.
12. The remains of Fw 58 197 at Texel after the German occupation of Holland. Note the orange rudder. (Collection C. v. d. Poll)

The Photo Collection of C. van de Poll.

During the occupation of Holland during WW2, C. van de Poll worked in a photo shop in Amsterdam, which was owned by a German and had the most advanced equipment. The task of CvdP was to feed negatives into the printing machine. He secretly made contact prints of the negatives, removed these after they were exposed, took them home, and hid them in his father's writing desk. After the war he developed the prints and made them into albums. His father, whom he hadn't told about them, was quite upset then.

During the war, the personnel in the photo shop were suspected and interrogated. CvdP gave nothing away. It

seems that some of his colleagues were discharged. When German photo work came in, there was a guard, but these guards did not understand the working of the machines.

After the war CvdP offered his collection, over a thousand contact prints mostly 24x36mm, to the RIOD (War Documentation Institute) but they were not interested. When I (F. Gerdessen) became aware that he had these albums, I visited him and made a lot of copies. The photos varied from street life in Holland to hangings in Russia and were made in several occupied countries. Some years ago, CvdP sold his albums to a collector.

[Editor's note: As the author explained in his article on the Dutch Fw 58 Weihe, there were many contenders for the Dutch competition for a twin-engine fighter trainer. Among these were a version of the Koolhoven FK.49 and Fokker Projects 149 and 153. The description of these aircraft given below provides an indication of the state of the Dutch aviation industry in the years before the start of WW2.]

Fokker Ontwerp 149 and 153

Early 1937 the Luchtvaart Afdeling of the Netherlands East Indies Army (LA/KNIL) received its first Martin 139 bombers, of which 120 in all were ordered. The LA needed a crew trainer and issued requirements to Fokker. At this moment Fokker was already working on a successor for the Martin, the all-metal T.9 - Ontwerp 142 (Project 142).

In 1939 the LA/KNIL was promoted to Militaire Luchtvaart, a separate defense branch. The LA was represented in Holland by the Departement van Koloniën (DvK), the Colonial Office. They asked for an all-metal, twin-engine, monoplane with a retractable undercarriage. For rail transport, the plane had to be easily dismantled. The type could also be used for reconnaissance, light bombing, etc. The new type was designated Ontwerp 149.

As usual for a new design, two drawings were made:

41690	3-view 1:50	10th Sept. 1937
41691	fuselage 1:10	8th Sept. 1937

The description and data sheets were ready on 29 October 1937 and the calculation on 14 December. In late October, the DvK asked for the calculation for series of 7 and 20 aircraft, and for a cheaper variant with wooden wing. However, Fokker had apparently expected the query for a cheaper crew trainer and already projected Ontwerp 153. The two drawings were:

41880	3-view 1:50	10th Oct. 1937
41881	fuselage 1:10	11th Oct. 1937

Description and data sheet were ready on 18 October and the pre-calculation on 7 December.

Ontwerp 149

An all-metal, mid-wing, monoplane with two Pratt & Whitney Wasp Jr.SB driving two-bladed constant-speed propellers.

The plane had dual controls. The co-pilot, who doubled as wireless operator and gunner, had his seat slightly aft and to the right of the pilot. His controls could be removed. The radio was fitted on the left side of the fuselage.

Ontwerp 149 had a spherical nose turret operated by the observer, who also operated a bomb sight and a camera. Aft of the wing, top and bottom turrets were projected. These were conical and semi built-in. All three

turrets had a single 0.3 inch machinegun each with 5 boxes of 70 rounds.

In the bomb bay, under the cockpit, 300 kg of bombs could be carried, ranging from 2x150 kg to 36x8 kg.

Ontwerp 153

Ontwerp 153 was a low wing monoplane with a one-piece wooden wing and a metal fuselage. It had two Pratt & Whitney Wasp Jr. TB engines with two-bladed wooden propellers. The cockpit roof was like on the T.8W.

In the nose was a turret like on the Martin 139 with a single gun operated by the observer, who also operated a bomb sight and a camera. The pilot and co-pilot sat behind each other in the left side of the cockpit. Behind them was the radio compartment. The wireless operator doubled as gunner. Rear armament comprised a dorsal gun on a rail and a ventral gun in a hatch. All guns were 0.3 inch each with 5 boxes of 70 rounds. Bomb racks for up to 300 kg could be fitted under the fuselage.

Costs and Delivery Schedule

The unit price for the 149 was calculated at f 195.000 for a series of 7, and f 153.000 for a series of 20. For the 153 the costs were respectively f 130.500 and f 102.500. These prices would hold until 1 January 1938. Engines, certain equipment and armament were provided by the DvK.

The first 149 would be available for tests at Schiphol on 1 September 1938; the first 153 on 1 June 1939. For both types the next one would be delivered two months after approval of the first one. Further delivery was to be one every two weeks.

The first 153 would be available for tests on 1 June 1939. Further delivery was the same as for the 149.

Both types were not proceeded with. Instead, the LA chose the Lockheed 212.

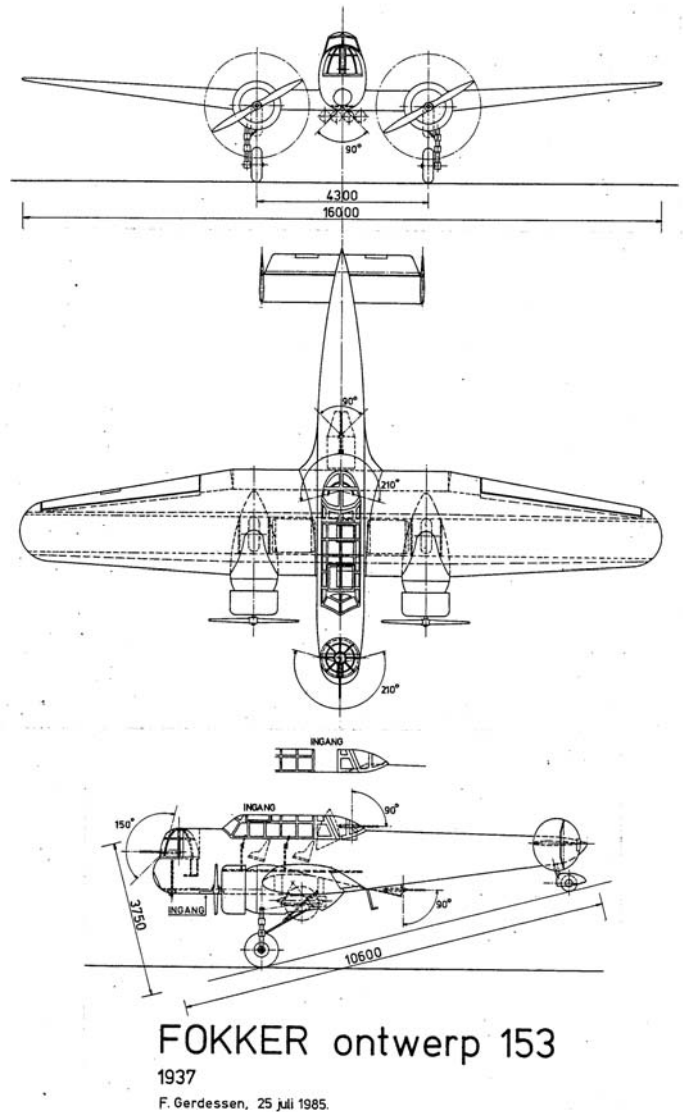
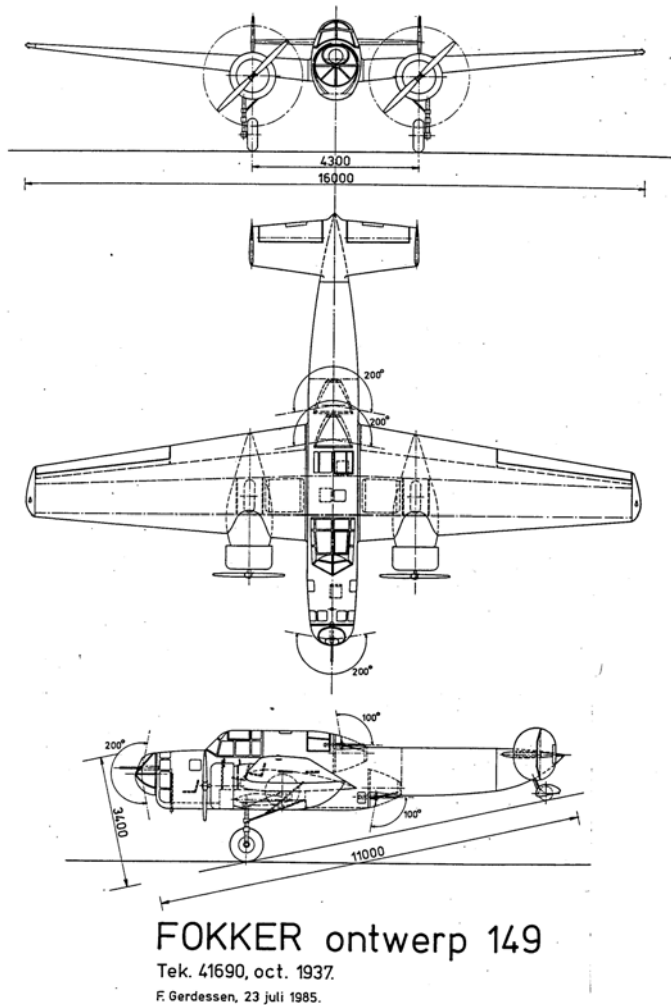
There may have been several arguments for this decision: (1) In case of war, the Netherlands East Indies would be cut off from the motherland, like in World War One. Therefore the NEI Army had an eye on the United States. (2) Fokker might lack the capacity for speedy production, (3) The Lockheed aircraft was already in production. (4) Generally, the LA preferred US aircraft, which were considered more reliable.

Frits Gerdessen (SAFCH #12), Netherlands.

Technical data

	Ontwerp 149	Ontwerp 153
Motor	P&W Wasp Jr. SB	P&W Wasp Jr. TB
	2 x 400 hp	2 x 420 hp
Span	16.00 m	16.00 m
Length	11.00 m	10.60 m
Height	3.40 m	3.80 m
Wing area	35.00 m ²	35.00 m ²
Empty weight	2650 kg	2500 kg
Total weight		
As a trainer	3750 kg	3500 kg
As a bomber	4100 kg	3800 kg

	Ontwerp 149	Ontwerp 153
Crew	4	4
Top speed	320 km/h	310 km/h
Cruising speed	69 km/h	248 km/h
Range	1000 km	1000 km
Climb		
2000 m	6.1 min	6.2 min.
4000 m	12.3 min	16.4 min
6000 m	25.0 min	
Service ceiling	7000 m	5800 m
Absolute ceiling	7500 m	6300 m



Koolhoven FK.49

One FK 49, serialled 950, was used by the LVA. It was a cartographic photo plane, intended to replace the F.VIIa/3m for mapping duties. It even had a dark room!. The FK.49 was also used as transport, and sometimes as a twin-engine trainer. It was hardly suitable for the latter task because it had inadequate single-engine performance.

Two more FK.49's were built, PH-ARV (4902) for the Turkish AF, where it served until 1952, and OH-MVE (4903) for the Finnish Coast Guard. OH-MVE had pseudo-military serial 1001 during tests in winter 1939-40. Two were ordered by Romania, but they were lost with the factory the 10th May 1940.

Frits Gerdessen (SAFCH #12), Netherlands.

The Korean People's Air Force

in the Fatherland Liberation War

Part Seven: The KPAF Joins the Jet Age

Douglas C. Dildy

Author's Note: As SAFO #142 went to press with Part 6 of this series, it was learned that the designation of what I referred to as the KPAF's "mixed aviation division" was, in fact, the 55th Combined Aviation Division, comprised of the 56th GFAR and 57th AAR. The term "mixed" was inappropriate since it was used, by the Soviets anyway, to indicate a unit composed of different types of aircraft (thus the 56th GFAR would actually be a "mixed fighter aviation regiment" because it included a mix of Yak-9Ps and La-9s), while "combined" means a formation composed of units operating in different roles. This information is from *Poslendnyaya Krepost' Stalina* ("Stalin's Last Fortress") by Konstantin Churpin, translated by Stephen Sewell.

The CPVA's "Sixth Phase Offensive"

Peng's "fifth phase offensive" (April 22 through May 20) had proven to be a disaster, having been defeated, according to his personal report to Mao, by UN air attacks ravaging his logistics system. Only 60-70 per cent of the needed supplies – food, water, clothing, ammunition, and other equipment – reached the frontline troops. Therefore, he demanded that the Communist air forces achieve a measure of air superiority over the Chinese supply lines before his planned "sixth phase offensive" – the final all-out attempt to push UNC forces off the Korean Peninsula – could be launched.

Concurrently, by mid-June the FEAF Bomber Command had located the six new jet-capable airfields under construction in central North Korea and, since the Soviet MiG-15s at Andong lacked the range to protect them, a massive American bombing campaign obliterated every one of them. These new bases had been intended for use by two Soviet MiG-15 divisions and three PLAAF fighter, one bomber, and an assault divisions (350 aircraft total). With these air forces Chinese General Liu Zhen, head of the combined CPVAF/KPAF command, hoped to achieve aerial superiority over central Korea, thereby protecting the CPVA's otherwise vulnerable supply lines. However, the USAF's elimination of these bases limited Communist air forces to the two Soviet MiG-15 divisions (303rd and 324th IADs) at Langtou and Dadongkou (known to the Soviets as Tatung-kao or Manpo) airfields near Andong, supplemented by the KPAF's 55th CAD at Sinuiju and its 1st Night Bomber Battalion at Sariwon airfield.

On June 17, the Russians began a series of maximum effort launches, attempting to achieve aerial superiority as

far south as the Chongchon River. (See Note 1) Under the cover of the high altitude air superiority contest, to assist KPA ground and naval forces attempting to re-capture Sinmi-do Island (just off the west coast, 75 miles/120km southeast of Sinuiju), on June 20 the KPAF's 55th CAD at Sinuiju flew its most significant mission of the year. Gen. Li's unit launched eight Il-10s (Note 2) escorted by six Yak-9Ps with 18 Soviet MiG-15s (324th IAD, 176th GvIAP) flying high cover.

En route to the target, however, the *Shturmoviki* had the misfortune to be spotted by a flight of USAF F-51 Mustangs on an armed reconnaissance mission along the roads south of Sinuiju. Leading the formation was 18th FBG commander, Lt Col Ralph H. Saltsman, Jr., (Note 3) who immediately called out the targets on the radio, pulled off the "road recce", and chased down the slower Il-10s before shooting down one of them. One of his wingmen, Capt John J. Coleman (18th FBG/39th FIS), reportedly destroyed another and three more Il-10s were claimed damaged. (Note 4)

Hearing Saltsman's radio call, a second flight of Mustangs positioned themselves near Sinmi-do and intercepted the Koreans just as the Yak-9Ps also joined the fight. 1st Lt James B. Harrison (18th FBG/67th FBS) shot down one of them. At this point the Russian MiGs dived to the rescue, one of them blowing the left wing off Coleman's F-51D with his 23mm/37mm cannon fire. Trapped by G-forces, Coleman could not get out of the corkscrewing aircraft and died in the crash. Immediately the rest of the Mustangs scattered for survival as USAF Sabres finally engaged, damaging two MiGs and wounding one pilot. In the chaos of the swirling jet combat, the raid was aborted.

Although the week-long challenge to the Sabres' superiority in MiG Alley was serious, it was ultimately unsuccessful, the 64th IAK losing seven MiG-15s destroyed and four pilots killed – while the 4th FIG lost four Sabres and three pilots KIA. (Note 5) The ambitious Communist air operations did little to diminish the UNC's air supremacy over North Korea – the repulsed raid on Sinmi-do being dramatic evidence to that effect. Consequently, on August 21, the Gen. Peng cancelled his planned "sixth phase offensive" and the Communist air forces went into a force-preservation strategy, husbanding their resources and continuing training activities until they had sufficient strength to better challenge the UNC air superiority.

Meanwhile, back at Yanji

Back in September 1950, 119 KPAF student pilots arrived at Yanji and Jilin to complete their flight and operational training. Eighty of these were former cadets from the KPA's naval academy at Chongjin. The KPAN's strongest force – a flotilla of two motor gunboats (MGBs) and four Soviet-built G-5 motor torpedo boats (MTBs) – was wiped out by a group of USN and RN cruisers and destroyers at dawn on July 2, (Note 6) as they gamely attacked the much larger and more powerful enemy warships. This disaster was followed by similar actions – mostly by USN and RN/FAA aircraft – on the west coast, the combined effect being the utter destruction of KPAN's combat capability.

With the KPAN eliminated, there really wasn't much use for a new cadre of naval officers. After massive B-29 strikes (64 bombers on August 22 and 24 on the 29th) leveled Chongjin the KPAN academy was evacuated, its 450 cadets beginning 60 mile (96.5km) trek following an unfinished railroad line through the coastal mountains towards the Tumen River (border with the USSR). From this group 80 cadets were selected (unknown to them at the time) to become pilots, and they – designated the “Special Group” – were marched north to a railroad depot and then carried across the Chinese border to Yanji aboard trains, traveling only during darkness to escape the savage attacks of USAF B-26 night intruders.

Arriving at Yanji in late September the “Special Group” was given two days to acclimate to their new surroundings then immediately began academic training, administered by Russian instructors. Courses lasted two months, with the new student pilots rising at 0430hrs to attend seven hours of classroom instruction, plus physical training, and then studying until 2200hrs each night – only having time off for meals – seven days a week. The instruction covered aerodynamics, reciprocating engine theory and operation, navigation, instrumentation, radio theory, basic weaponry, and flying regulations.

After passing a final examination, flight training – also with Russian instructors – in the Yak-18 began in December, the students being trucked daily some 30 miles (48km) to Yanji's satellite field to practice flying. Upon completion, the “Special Group” was transferred to Jilin, where they learned to fly the more powerful Yak-11. This PLAAF base had a very large, flat dirt flying field so that takeoffs and landings could be made in any direction, depending on the wind, and had a collection of ten one- and two-story concrete buildings arrayed along the south side. Flying training took three months and the students graduated in March, 1951, with an average of about 60 flying hours on the two Yakovlev types.

Not all the young North Koreans completed the demanding flying training course, and not all of graduates were considered candidates for learning to fly jet fighters. A number of the newly-minted KPAF pilots – based more

on assessments of their questionable “political reliability” rather than poor piloting skills – were sent to the a Soviet V-VS bomber base in the nearby Primorye Region (formally the *Primorsky Krai*, or “Maritime Territory”) to learn to fly Tupolev Tu-2 twin-engine bombers, or to the 11th AAD at Fengcheng to fly the Il-10.

To the remainder were added a number of more experienced pilots – some were “other propeller pilots” who had survived their early experience as KPAF aviators while others were “senior student pilots” who had graduated ahead of the “special group”. This process created a class of 70 pilots to train on the MiG-15 jet fighter.

In March the class traveled by train to Anshan, China, a heavily industrialized city southwest of Shenyang. The airfield, the North Koreans soon discovered, “was a completely Russian jet fighter base on Chinese territory.” It had a long concrete runway, fully developed flight line, modern control tower, large hangars and several operations and maintenance buildings. The barracks, composed of 20 three-story concrete buildings, was located on the opposite side of the city.

Waiting for the North Korean trainees was the V-VS 324th IAD's 196th IAP, which had arrived in mid-February. Under the direction of the division's Inspector for Flight Technique and Flight Theory (in the West, this would be “standards and evaluation”) Lt. Col. Vishnyakov, the KPAF students were provided with additional academic training, covering “the design, defects, and natural effects” of the MiG-15 and Yak-17 aircraft and the RD-45F and RD-10a jet engines. There were also three additional hours of flying instruction in the Yak-11. Called “clean up” this was to ascertain each student's proficiency and was designed to lead directly to the two-seat, straight-wing Yak-17UTI jet trainer. (Note 7)

However, before the KPAF students could graduate to flying jets, the 324th IAD was “suddenly ordered into combat against the American Sabres to replace the inexperienced Russian MiG pilots [of the 151st GvIAD].” Flying from Andong's Langtou airfield, the 151st GvIAD had lost four MiG-15s in combat with straight-wing F-80Cs (Note 8) and, now that the USAF's 4th FIG had returned to the Korean Peninsula, they lost a fifth jet to a swept-wing F-86. Obviously, “the earlier Russian MiG pilots became an embarrassment” and had to be replaced on the front lines with the elite 324th IAD, the division's two regiments deploying to Langtou on April 2nd and 3rd.

Consequently, while other arrangements with the Russians were being made for their flying training, the class was shipped northeast to Dongfeng airfield where North Korean engineers (this was where the MiG-15s, arriving by rail from the USSR, were assembled and test flown) and instructors provided academic instruction on gas turbine principles and RD-45F jet engine design, systems and operation. In May the class was shipped far

to the south, to Tianjin (where the Yellow River empties into the Yellow Sea) where the 20th IAD, a MiG-9 unit (Note 9), provided four hours of flying instruction to each student, and soloed them on the Yak-17UTI.

At long last ready to fly the MiG-15, in June the KPAF's first jet pilot class was shipped back to Anshan where the 151st GvIAD's 28th GvIAP was set up to provide their training. Ensign No Kum-Sok, who later defected and flew a MiG-15bis to Kimpo AB, thought that the Russian instructor pilots were "cheerful, humorous, and exciting. They were easygoing, leisure-minded, and rather frank talkers... civil, well-educated, and good humored. I felt more comfortable with these Russians than I did with the North Koreans."

The Soviet unit was equipped with 56 MiG-15s. These were some of the earliest models of the type, built by Factory No. 1 at Kuybyshev in 1949. They had originally been issued to the 324th IAD at Kubinka air base near Moscow and this unit brought 64 of them to China. However, after clashing with the F-86s, they were found to be inferior and the remaining aircraft were traded to the 151st GvIAD for its improved MiG-15bis. (Note 10)

"Training was fierce," No Kum-Sok reported, "with tight formation flights, navigation, aerobatics, and simulated dogfights every morning. After lunch we took two-hour naps (Note 11) followed by the debriefing and instructions on the next day's flight." MiG-15 training was indeed tough. Two MiG-15s and their pilots were lost in training: one "mysteriously dived into the ground during aerobatics" and the second crashed during landing.

After much adversity, training was completed in September and on October 7; the 151st GvIAD transferred its 54 well-worn MiG-15s to the KPAF 1st Fighter Aviation Division (FAD), under Brigadier (Brig.) Gen. Kang Dae-Yong. (Note 12) As the North Koreans prepared to deploy to the front lines, the Russians boarded trains and returned to "Mother Russia" where the unit joined the 10th PVO Air Army at Arkhangelsk. There it was supplied with new MiG-15bis fighters, and began its new mission of protecting the great Soviet naval bases on the Kola Peninsula for the better part of the Cold War.

Training Summary

By 10th June 1951, Soviet sources reported that the KPAF now numbered 136 combat aircraft and 60 "well-trained pilots". By placing all known KPAF units and their reported strengths in an organization table (see Appendix Four), it appears that the "136" aircraft accounts for those of the 55th CAD (La-9s, Yak-9Ps, and Il-10s), 1st Night Bomber Battalion (Po-2s), and the La-9 Regiment at Yanji, plus the MiG-15s possessed by the 1st FAD, even though this unit was still in training. The 60 trained pilots do not include those undergoing training, but appear to count only those manning the two primary combat-ready units: the 55th CAD (approximately 40 pilots) at Sinuiju and the La-9 fighter regiment (approximately 20 pilots) at Yanji.

Douglas C. Dildy (SAFCH #844), USA.

End Notes

1. It should be recalled that in the early morning darkness of June 17, two 1st Night Bomber Battalion Po-2s raided Suwon AB, attempting to destroy USAF F-86s on the ground before the "defensive air offensive" by the Soviet IADs began at dawn that day. The raid destroyed one Sabre and damaged eight more, four of them seriously. See SAFO #141 for details of this and other night bombing operations during this period.
2. USAF Intelligence maintains that this mission was flown by the PLAAF 5th AAD, based at Kaiyuan; however, the official PLAAF history effectively denies that the 5th AAD was ever involved in the Korean conflict. Conversely, one authoritative Russian source confirms that the mission was "North Korean aircraft operations to concentrate forces on Sinbi-do [*sic*] island."
3. Col Ralph Henry Saltsman, Jr., had been a B-17 squadron commander during WW2, shot down on his ninth mission over Nazi territory and spent the rest of the war in Luft Stalag III. He commanded the 18th FBG (June-November 1951) in Korea and ended his USAF career as Secretary to the Chief of Staff, General Le May. He passed away, at the age of 91, in Montrose, Colorado, on July 22, only ten days before this text was written.
4. For reasons unknown, none of these victories were accredited by the USAF, in spite of the gun camera images from Saltsman's Mustang, which clearly showed an Il-10 with flames erupting from the rear cockpit and smoke emanating from beneath the lower engine cowling. The USAF photo caption (which misidentified Saltman's middle initial as "D") reads: "The death blow to a Communist fighter, an IL-2 [*sic*], was administered by an F-51 'Mustang' of the Fifth Air Force's 18th Fighter Bomber Wing, this is how it looked to Lt Col Ralph D. Saltsman, Jr., the pilot."
5. These were the 334th FIS F-86A 49-1281 June 17 (not written off as DBR until June 25), 334th FIS F-86A 49-1307 the next day, 336th FIS F-86A 49-1298 the day after, and 336th FIS F-86A 49-1276 on the day 22nd.
6. The UN naval forces included one USN light (formerly an AA) cruiser USS *Juneau* (CL-119), four destroyers and six minesweepers, plus the RN light cruiser HMS *Jamaica* (44), one destroyer and a frigate, and an RAN frigate. Three KPAN MTBs and both MGBs were destroyed in the futile attacks, the fourth MTB (TB-21) being badly damaged and was driven aground to prevent sinking and abandoned there by its crew. It was later recovered and is now preserved in the "Fatherland Liberation War Victory Museum" doing its part to sustain the enduring myth that it had been used to sink the USS *Baltimore* (CA-68), which in fact was never deployed to Korean waters.

7. Each Soviet V-VS jet fighter division was issued one Yak-11 and two Yak-17UTIs for in-unit training, and during the Korean War commonly these were used to train PLAAF and KPAF students before putting them into the single-seat MiG-15.
8. The unit only lost one MiG-15 directly to combat action with F-80Cs – Guards Capt. Gordeyev was shot down (ejected and survived) on February 23, 1951, no USAF victory being credited that day – but three others were lost in mid-air collisions: two collided with each other while chasing F-80Cs and the third collided with its F-80C target. Despite claiming 24 victories based largely on assessment of gun camera films, the only USAF losses to MiG-15s during the 151st GvIAD's tour of duty at Andong was a B-29A (S/N 44-69667) on March 1st and the F-80C destroyed (S/N 49-1834 of the 8th FBG/36FBS) in the mid-air collision. USAF 1st Lt Howard Landry was posthumously awarded credit for a victory in this combat.
9. The 20th IAD arrived at nearby Tangshan airfield, Hebei, in November 1950 to instruct the PLAAF 17th FAD which was established in April 1951. Since the Chinese unit was not yet ready for training, the Soviet MiG-9 fighter division provided the KPAF student jet pilots with their Yak-17UTI instruction.
10. Although they replaced the 151st GvIAD because of its poor performance, the 324th IAD did little better, losing eight MiG-15s destroyed and two badly damaged, two pilots KIA and two more WIA (and not returning to combat) in battles with F-86 Sabres. During this period only one F-86 was lost in combat: 334th FIS S/N 49-1173; pilot POW. The Russians were more successful against bombers: damaging one B-26B (S/N 44-34447 of the 452nd BW[L]/729 BS[L]) on April 9; and shooting down one B-29A (S/N 44-96268; 9 MIA, 1 POW, 1 Rescued) on April 7 and destroying five B-29s (three shot down/two crashing upon landing at Seoul airport and Kadena AB) and damaging five (one severely) over Sinuiju on April 12 – 11 KIA, 12 MIA and 9 POW.
11. At this time the MiG-15 did not include an Anti-G suit system (USAF fighters from the P-51D on included this system), so their dynamic high-G air combat maneuvering (ACM) training missions were extremely fatiguing and debilitating, making a period of physical recovery a requirement before engaging, even mentally, in the next training session. Until the arrival of the PPK-1 Anti-G suit system in the later versions of the MiG-15bis, the Russians attributed the PLAAF and KPAF students' fatigue to their relatively poor, low-calorie diet.
12. For some as yet unknown reason, Soviet archives record the KPAF unit the designation as the 435th Fighter Aviation Division, with the 447th FAR being one of its two regiments.

Captions for photos on page 86

1. The last combat mission flown by the KPAF 57th AAR was an attack on Sinmi-do, in support of an attempt to retake the island from ROK forces, flown on June 17, 1951. The eight Il-10s were intercepted by four F-51s, led by Lt Col Ralph H. Saltsman, commander of the 18th FBG. Two Il-10s were claimed shot down—this one framed by Saltsman's gun camera as flames blaze from its cockpit area and smoke pours from beneath its engine—yet for unknown reasons neither of these “kills” were credited by Fifth AF/FEAF/USAF. (USAF Photo)

2. The fact that the Yak-9Ps of the 56th “Guards Taejon” FAR had been driven from the skies of North Korea a second time did not prevent DPRK propaganda from using them for its purposes. Here they provide the setting, as if “sitting alert” to guard North Korean

skies, to highlight that the nation's new swept-wing MiG-15 jet fighters were taking over that responsibility. Obviously the DPRK propaganda “touch-up artist” was not very familiar with the KPAF's new jet fighter, his rendering looking oddly like a cross-bred F-84/86 clone. (Detlef Billig Collection)

3. The DPRK “Victorious Fatherland Liberation Museum” in Pyongyang contains two examples of the MiG-15. While the building's structural pillar spoils the photograph—and blocks the view of the red ring normally painted around the “waist” of the aircraft (just aft of the wing root fillets' trailing edge) to designate North Korean (as opposed to Chinese or Soviet)—it does show the speedbrake (confirming this is the early model) and empennage national insignia. It is worthy of note that, like the other Communist nations', the KPAF did not

use national insignia on the upper surfaces of the wings. This was because the MiG-15 normally began with an altitude advantage (i.e., no one above them to see such markings), plus the lack of a upper wing markings was a sure sign that the aircraft was “friendly”. (Authors Collection)

4. The business end of a MiG-15. “Red 009” is an early model, probably issued to/flown by members of the KPAF's 1st FAD in 1951. This is believed because Ensign No Kim-Sok, who later defected to South Korea in a MiG-15bis, stated that his first assigned MiG-15 was “Red 008”. The red nose markings were those of the 151st IAD, the previous owners of the 54 MiG-15s transferred to the 1st FAD on October 7, 1951. (Authors Collection)

Additional Sources

In addition to the sources already researched for this series, these three have contributed to the writing of this portion of the KPAF series:

1. *Poslednyaya Krepost' Stalina: Voyennye Sekrety Severnoy Korey* (“Stalin's Last Fortress: Military Secrets of North Korea”) by Konstantin Chuprin, translated by

Stephen L. Sewell, (published by ZAO “Izdatel'stvo Tsentrigrat”, Moscow, 2012) ISBN 978-5-227-03421-2

2. *Air Combat over the Eastern Front and Korea: A Soviet Fighter Pilot Remembers* by Sergei Kramarenko (Barnsley, UK: Pen & Sword Books Ltd, 2008) ISBN 184-415735-0.

3. “Il-10 Ground Attack Aircraft (Part 2)” by O. V. Rastrenin, *Modelist-Konstruktor* Magazine, No. 1-2005, published by Aviakollektsiay (“Aviation Collector”), Moscow, 2005, pp. 29-30, translated by Stephen L. Sewell.

Appendix Four

Estimated KPAF Order of Battle – June 1951

Air Forces Commander – General Van Len
 Aviation Corps Commander – Major General Wang Yong

Combat Aviation Units actively engaged in Operations

55 th Combined Aviation Division – Brigadier General Li Fart	Sinuiju, DPRK
56 th Fighter Aviation Regiment – deployed to Sinuiju most of 1951	
1 st Battalion	10 Yak-9Ps
2 nd Battalion	10 La-9s
57 th Assault Aviation Regiment – deployed to Sinuiju most of 1951	
1 st Battalion	9 Il-10s
2 nd Battalion	9 Il-10s

Combat Aviation Units in Training

1 st Fighter Aviation Division – Brigadier General Kang Dae-Yong	Anshan, PRC
1 st Fighter Aviation Regiment	
1 st Battalion	12 MiG-15s
2 nd Battalion	12 MiG-15s
2 nd Fighter Aviation Regiment	
3 rd Battalion	12 MiG-15s
4 th Battalion	12 MiG-15s
11 th Assault Aviation Division – Colonel Kim Tal-Hion	Fengcheng, PRC
Unknown Assault Aviation Regiment	
Two Battalions	12 Il-10s, 8 UII-10s, unkn Yak-18s

Unknown Bomber Aviation Division – in training at Soviet V-VS base in Primorye, USSR

Two Bomber Aviation Regiments in training during 1951/52

Four Bomber Aviation Battalions – unknown number of Tu-2s

Training Aviation Units

58 th Aviation Training Division	
One Training Aviation Regiment	30 Yak-18s* Yanji, PRC
One Training Aviation Regiment	28 Yak-11s* Jilin, PRC

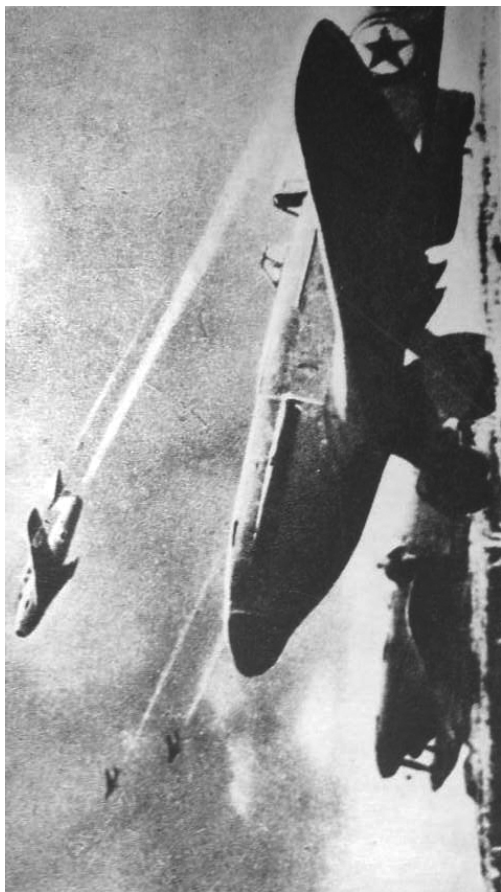
Unknown Combat Aviation Training Establishment

One Fighter Training Regiment	20 La-9s	Yanji, PRC
One Assault Training Regiment	25 Il-10s	Fengcheng, PRC

Other Aviation Units

1 st Night Bomber Battalion	11 Po-2s	Sariwon, DPRK
1 st Transport Aviation Battalion	small number of C-47/Li-2s and Yak-6s	

* Maximum number of this type available to this unit – does not include aircraft of this type assigned to other units, lost in accidents or to other causes since arrival from the USSR.



2



4



1



3

Republic of Korea Navy type KN-1

“A Texan on Floats”

Frans Scheve

In the early days of the Korean Conflict – 1950 / 1953 – both Korean parties were very busy building-up their armed forces - after the occupation by the Japanese forces. The Northern party was supplied by their Communist neighbors; the Southern party was helped by their western Allies. Some aircraft were supplied as newly build machines, some aircraft were second-hand ones, and some were Japanese leftovers.

One of the first ‘semi-indigenous’ types the South Koreans built was a floatplane based on the North American T-6F Texan. This Korean Navy aircraft, designated as type KN-1, started its career as T-6F of the USAF. While being used in Korea this USAF aircraft, serialised TA691, made a forced landing sometime December 1950, damaging its landing gear and probably also its propeller. The damaged plane was subsequently handed over to the Koreans at Chinhae naval base for repair.

Instead of re-building this machine to its original configuration, this airframe was used to make a unique and one-off floatplane for the Korean Navy - call it a ‘proto-type’, if you like. All equipment used for a ‘wheeled’ T-6F was removed, including the tail-wheel, and the wheel wells were faired-over by aluminum sheet. The main center float of a Japanese Navy Type 2 Interceptor/Fighter-Bomber seaplane type Nakajima A6M2-N coded Rufe, served the same purpose on this Korean indigenous design. Two small auxiliary floats were applied below port and starboard wing tips to give the aircraft stability when stationary on the water. These auxiliary floats have been described as being cut down and shortened wing-tip tanks from a Lockheed F-80 Shooting Star jet-fighter. However, my personal guess is that they were a pair of drop-tanks from the N.A. P-51 Mustangs being used by South Korean and Allied Forces. All floats were connected to the original Texan fuselage by some fourteen aerofoil-shaped struts. This was a construction completely different from that used on the Rufe even though the main float came from this aircraft.

The end-result of this re-build design turned out about 200kg heavier than the original Texan it was based on. The aircraft was in service with the Korean Navy in 1951 from August to December. Its final destination is unclear.

Frans Scheve (SAFCH #890), the Netherlands

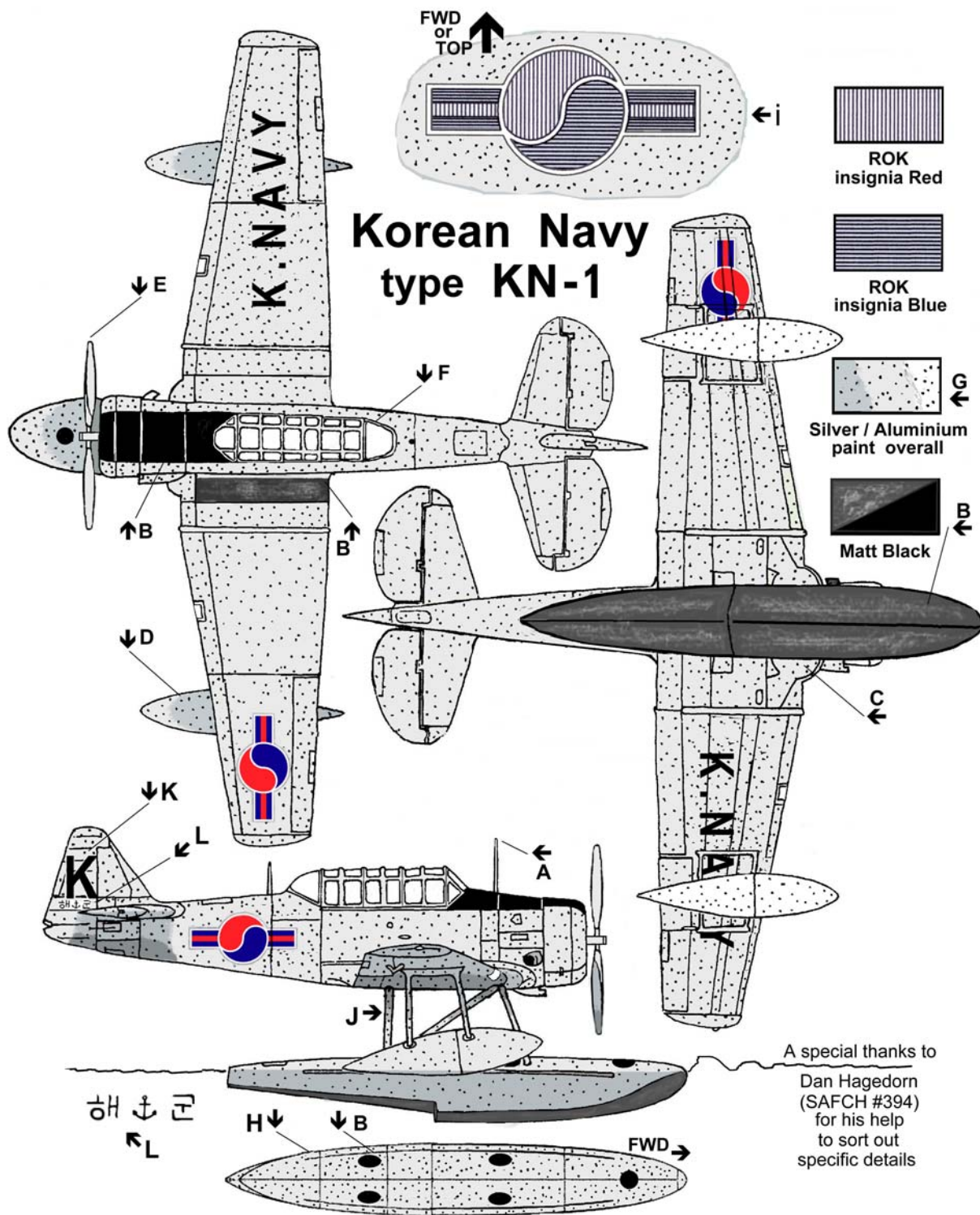
Sources

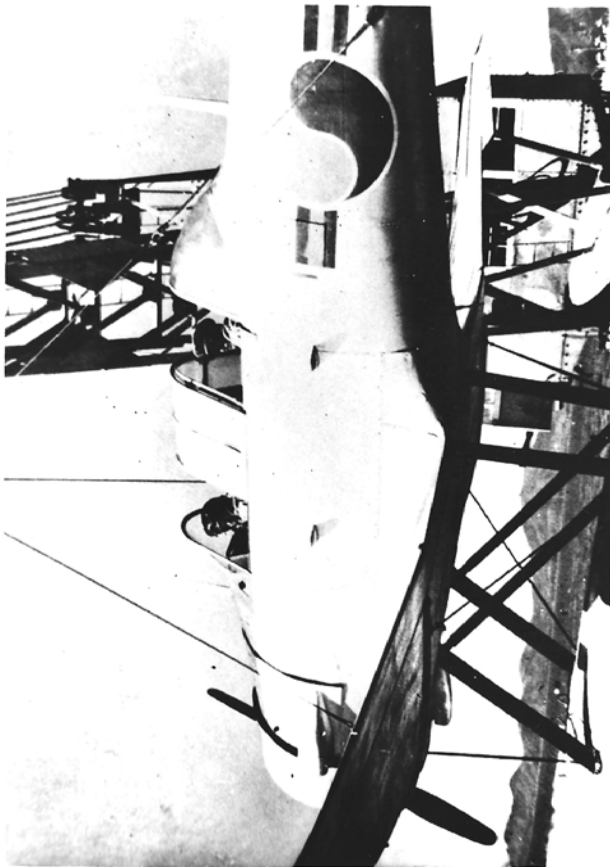
Dirty Plastic, Arizona Historical Modellers Society / IPMS Phoenix, USA, summer 1979, Issue No. 86-88, drawing by Ray Sweet.

Wikipedia, the free encyclopaedia on the Internet, Nakajima Aircraft Company A6M2-N “Suisen 2”.
North American Aviation T-6 “Texan”.
<http://www.t6srus.net/t6modeling/koreankn1.html>

Explanation of notes on the drawing

- A No aerial wire between tail and the antenna in front of the cockpit.
- B Matt black coloured items:
 - Anti-glare panel
 - Walkway on port-side only
 - ‘K.NAVY’ text on the wing
 - Anti-corrosion underside of main float
 - Five servicing points on float top side
- C Wheel wells covered with aluminium sheet
- D Floats deriving from Mustang drop tanks (interpretation by author)
- E Natural metal propeller without nose-cone
- F Rear most windshield shape denoting its T-6F Texan origin
- G Overall colour finish in silver/aluminium paint
- H Top side view of main float
- I National insignia used on this aircraft. Colours used were: red and blue, all bordered by a white outline. The insignia deviates significantly from that used on other ROK aircraft of that time.
- J Newly designed aerofoil struts to join fuselage and floats
- K Black capital ‘K’ on the tail (for Korea)
- L Korean characters on the rudder (author’s interpretation)





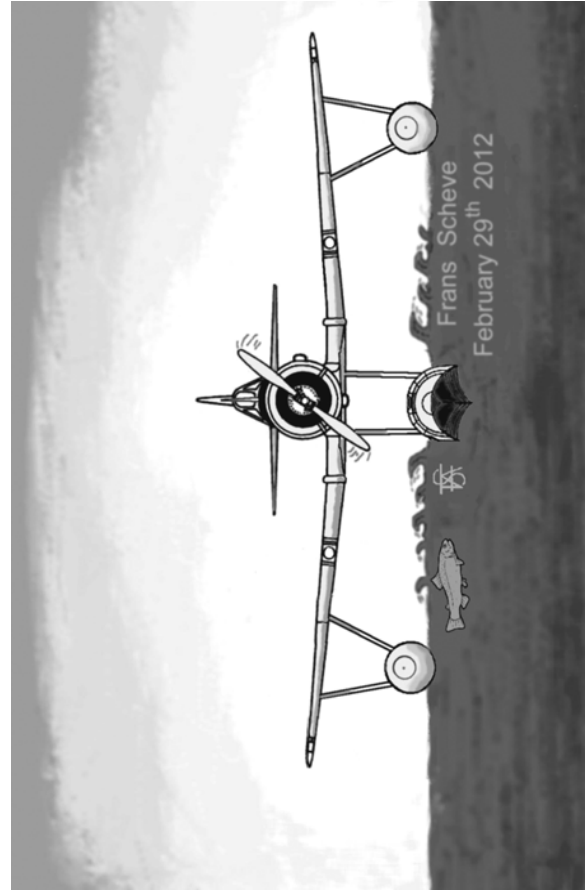
The KN-1 – including its two man crew – is hoisted onto the water by a crane. (via Dan Hagedorn)



Rear view of the KN-1 in an enclosed Korean bay. (via Dan Hagedorn)



The KN-1 situated stationary on the water.



A head-on view: artist's impression of the KN-1.

Jacek Blocki – Virtuti Militari

A Polish Pilot in RAF Bomber Command

Pablo Calcaterra

[Author's Note: This story, and the one that will follow on building a model of the plane flown by Jacek Blocki (my brother-in-law's uncle) during the mission that earned him his Polish Virtuti Militari class V (5) cross, has a very special personal significance]

Jacek was born in Rzeszow, Poland on Christmas Eve 1921. His father had been an officer in the Austria-Hungarian Army. After graduating in 1939, Jacek's plans to become an architect were dashed when Germany invaded Poland. Living in Warsaw, he helped to dig trenches at the airport until September 13th when, along with this brother Rafal, they took a train to join the Army in the new resistance line that was going to be established along the river Bug. The engine of the train emitted a plume of smoke and broke down. Jacek, Rafal, their friends, and thousands of people found themselves in the middle of the countryside, with no directions and no means to get to their destination.

After several adventures walking under the summer sun and with Rafal's ankle injured and thus not able to continue with them (he was picked by a truck and eventually also escaped Poland) Jacek and his friends managed to cross the border into Romania just two hours before the Soviet troops closed it.

Interned in a refugee camp in Targoviste, it became clear that there would be no support from Romania. In fact, the attitude towards the just-some-days-ago ally started to change due to the German and Soviet political pressure. A well-organized Polish underground system started to smuggle soldiers out of Romania. Pretending to be a year older (18) and a former Deblin Air Force Cadet, he was able to flee along with many others.

Their next destination, which he reached by ship, was Lebanon. Here the French had established camps for the Poles, but they were despised and ill-treated. The camps had only tents and meager facilities. This proved to be an intermediate step to their trip to Marseille, France, where he arrived (with his newly issued military documents) on January 10th, 1940.

The POLONAISE CAMP MILITAIRE at Septfont had been an interment camp for Republican evacuees from the Spanish Civil War. Treatment of their "allies" by the French left lots to be desired

again. For example, the camp was full of lice, sanitary conditions were terrible, and there was a lack of basic facilities. After enduring hunger, much discomfort, and French arrogance, Jacek and 3 friends were finally sent to Le Bourget donning World War I French uniforms. Another disappointment proved to be that their daily routine consisted of just marching and some basic French lessons. They were never able to get even close to a plane.

On May 10th, the ill-prepared French were attacked, and by early June realizing that the war on the mainland was lost yet again, approximately 50 Poles based at Le Bourget decided to drive some trucks away from the front and escape to England. After more adventures, close calls escaping from French officers who wanted to seize them, lack of French help (military, police or civilian), and much hunger, they were able to reach St. Jean de Luz (one kilometer from the Spanish border). To their great relief, the *Andorra Starr*, the last ship sent to pick up British Consulate staff and stragglers, was there. The initial refusal to help from the French was overcome by the strong attitude of 6 Royal Marines and some money...that derived into sudden change of attitude and, the now friendly small fishing boats, transported the troops from the shore to the awaiting old ship.

On June 23rd Jacek and his friends arrived in Liverpool where, for the first time, they were treated like true allies and welcomed. With his previous "experience" in the Air Force, he was granted the rank of Aircraft Hand and posted to Northolt, home of the famous 303 Sqn. Here, he only did small duties in support of the squadron (like brewing tea for the pilots!). Soon afterwards, he was posted to the Primary Flying School. Jacek got his wings on December 5th, 1941 and his training as a bomber pilot begun (to his disappointment as his dream was to fly Spitfires).

First Tour of Operation

Finally, in May 1942 he and his crew of Sergeants (except for Prot, the navigator, who was an Officer and had been a member of the Polish Air Force) were posted to B Flight 305 Polish Bomber Squadron in Lindholme, where they arrived the day after the first 1,000-bomber raid.

They were assigned a plane (Wellington MkII Z8343 – ‘S for Sugar’) with Flying Officer Jan Borowski as screen pilot. On June 20th 1942, they undertook their first mission when they bombed Emden. Borowski flew the plane to the target with Jacek acting as bombardier. After Jacek had dropped the 500 lb bombs on the target, he was given the controls by Jan and he flew the plane safely back to Lindholme.

From then onwards the missions with Jan as screen pilot were as follows:

Date (1942)	Target
June 22 nd	Emden
June 23 rd	St. Nazaire
June 25 th	Bremen
July 2 nd	Bremen
July 7 th	Gardening
July 8 th	Willhelmshaven
July 13 th	Duisburg
July 25 th	Duisburg
July 26 th	Hamburg
July 29 th	Saarbrücken

The mission on 29 July was the mission that earned him the Virtuti Militari - and this is what happened:

Jacek was piloting ‘S for Sugar’, flying at around 16,000 ft, as approximately 200 bombers made their way to Saarbrücken, which was supposed to be defended only by light flak. Suddenly, all hell let loose as 88 mm shells illuminated the sky around the bombers. The searchlights captured one of the planes that was hit and fell engulfed in flames and smoke. At that moment, ‘S for Sugar’ was hit by a powerful explosion that left her flying in a strange angle with the fuselage and wings full of holes. Stephan, the bombardier, was not answering. Jacek jettisoned the bombs and turned sharply for home. Another 88 exploded under the nose damaging the port engine which started to run very noisily - the rev counter spun twice around. The entire plane shook for some seconds and then a more violent shudder marked the falling off of the port propeller. Jacek told his crew to don their parachutes, but not jump until he told them so.

Commenting on the status of the plane on the intercom, he asked Prot for a course to reach the coast

as soon as possible while losing height to gain some speed and leave the area.

Doing 150mph, the plane was flying fine but was losing height. By the time they reached the Dutch coast, they had dropped down to 7,000 feet and Jacek stopped the descent. On only the right engine and with rudder fully deployed to compensate the torque, the plane now was doing only 100mph and felt “wooly”. The time had come for Jacek to make a decision. He consulted the crew: Should they keep on going and risk ditching in the North Sea or should they turn back, bail out, and get captured? At unison the crew told him: “Carry on Jacek, you can make it!”

Thirty minutes later, with Henryk, the wireless operator, crouched below helping Jacek’s right foot to keep a steady pressure on the rudder, Piotr came out from the nose turret. Stefan’s (bombardier) flying jacket was covered in blood. Piotr and Prot found that Stefan had a 2 inch cut behind this ear and that was the reason why he could not answer the intercom: his wiring had been severed.

It was 6 o’clock and dawn was breaking. Losing 100 feet per minute in a controlled and shallow descent, the plane became easier to control. Minutes later they saw the Lincolnshire coast. Jacek called their base (Hemswell) and was assured that everything was ready to receive them. Luckily, when at 1,000 ft, the landing gear deployed normally. The crew went to crash positions. Floating like a goose, ‘S for Sugar’ touched down half way down the runway and using the brakes Jacek managed to stop the plane against a hedge at the end of the airfield. Every one surrounded the plane and congratulated him. While Stefan was rushed to the Station Sick Quarters, the rest of the elated crew did the de-briefing and had extra rations of rum and coffee before going to bed.

Upon inspection of the plane, it was discovered that it had 33 holes, the reduction gears in front of the port engine had disintegrated and the main casing and the propeller were lost. Lady Luck had stayed with them because the engine should have caught fire...and if the propeller had not been lost, the extra drag would not have allowed them to “glide” back to England. They were also helped by the low drag of the streamlined Merlins. Jacek was also extremely lucky: the equipment safety sergeant passed him a jagged piece of shrapnel that was found imbedded in his parachute just 2 inches away from butt.

Prot's stomach ulcer finally surfaced and, along with the injured Stefan, he never flew again. For his skills and courage in this mission, Jacek was awarded the *Virtuti Militari Cross* (Class V - Silver) in September 1943.

After leave, Jacek flew 'S for Sugar' on two occasions at the end of August, but he did not participate in any operations during that month. On September 1st, with some new crewmembers, Jacek flew the next mission (from now on, on Wimpys MkIV with American radial engines)

Date (1942)	Target
September 1 st	Saarbrücken
September 2 nd	Karlsruhe
September 3 rd	Bremen
September 6 th	Duisburg
September 14 th	Willhelmshaven
October 8 th	Q-site recognition
October 15 th	Köln
October 31 st	Gardening
November 7 th	Gardening
November 9 th	Hamburg
November 20 th	Turin (taking off from Tangmere)
November 25 th	Essen
November 28 th	Gardening
December 11 th	Gardening
December 14 th	Gardening
December 19 th	Gardening
December 31 st	Gardening
1943	
January 2 nd	Gardening
January 3 rd	Gardening
January 8 th	Gardening
January 9 th	Gardening

During the mission to Hamburg on November 9th, after an uneventful bombing run when they dropped a 4,000 lb cookie, the crew, now flying in Wellington MkIV Z1496, headed for the North Sea. The gunners were congratulating themselves for another good mission when, without warning from the tail gunner, two white tracers shot past both sides of the fuselage level with the cockpit and dipped ahead out of sight. A shout ("Christ!") meant that someone had been hit. Jacek pushed the control column forward and to the right as he descended aggressively towards the clouds 5,000 ft below. At the same time a Ju 88 passed overhead on a steep left turn. Jacek sent a

crewmember to check the status of Kazik, the tail turret gunner. He was brought forward, uninjured, but stammering with wide-open eyes fixed into space - one shell had hit the turret 2 inches above Kazik's head. By the time they had landed, the gunner who had recovered most of his composure, was taken to sick quarters and after 48 hrs he informed Jacek that he was not going to get into a Wellington ever again. He was posted away for LMF (Lack of Moral Fibre) and he finished the war as a cook in an airman's mess.

The terrible losses suffered by 305 Sqn meant that the last part of Jacek's tour was limited to gardening - dropping mines off the coast of France. This was a very special type of mission that required very precise navigation at very low height at night.

During one of these missions, Jacek's screen pilot during the first combats (F/O Borowski) was lost. His Wellington W5526 (SM-J) was hit by flak off Brest on August 20th. They ditched in the sea, got in the dinghy, and in the morning a French fishing boat rescued them. They asked the Frenchman to take them to England, but he answered that the Germans were watching from the coast and if he failed to bring them to France his family would suffer the consequences. Therefore the crew was taken POW. Sgt. Raginis managed to escape from a prisoner camp in Poland and eventually made his way back to the UK via France and Spain.

The last two members of Jacek's original crew (Piotr and Henryk) were lost without a trace while on loan to another crew during a mission to Germany early November 1942.

During the time Jacek flew with 305 Sqn., 15 crew were lost in combat. The cold numbers show that

Year	Number of Wellingtons lost
1941	15
1942	26
1943	8

11 were lost before Jacek joined 305 Sqn, in 1942 and the 8 lost in 1943 were lost after he left the squadron.

It was a terrible attrition rate that left the squadron decimated.

After completing his first tour of Operations (30 missions), Jacek was sent to 18 OTU as an instructor until August 1943. Then he was sent to a Flying Instructor's course at No2 FIS Montrose to upgrade

his qualifications as an instructor. Here he met some old friends from the time of his escape from Poland who now were in the process of starting or completing the course.

On December 13th 1943, Jacek married Hilda with Rafal as his best man (his brother was serving in the Army – he later fought in Monte Cassino).

Second Tour of Operation

On January 1st 1944, Jacek was promoted to Pilot Officer. On the following day he arrived in RAF Lyneham to fly in the newly formed 1586 (P) Polish Flight (attached to 148 Sqn RAF). This unit flew brand new B-24 (called Liberator Mk VI by the British). His Captain was Stan Szostak. In a couple of weeks they went thru the conversion process and learned how to fly the huge monsters with their eyes closed.

On February 20th they left Lyneham in Liberator ‘BZ965’ for Rabat, Algeria, and then on to Brindisi, Italy. Conditions at Brindisi (rain, mud, cold, spartan facilities, and bad food) meant that every minute in the plane was treasured. They’d rather stay inside the plane than walk around the base!

The missions of 1586 (P) Flight were to drop spies, supplies, and armaments at night in a wide area, from Northern Italy, to Yugoslavia, and to Poland. Always acting as copilot for Stan Szostak (either on BZ860 or BZ965) the missions were as follow:

Date (1944)	Target
March 11 th	Northern Italy
March 13 th	Northern Italy
March 17 th	Poland
March 19 th	Italy
March 22 nd	Northern Italy
March 24 th	Yugoslavia
March 28 th	Yugoslavia
March 29 th	Yugoslavia
April 2 nd	Yugoslavia
April 3 rd	Poland
April 8 th	Poland
April 9 th	Poland

April 12 th	Poland
April 14 th	Poland
April 15 th	Poland
April 18 th	Yugoslavia
April 22 nd	Northern Italy
April 23 rd	Poland
April 25 th	Northern Italy
April 27 th	Poland
April 29 th	Northern Italy
April 30 th	Poland
May 2 nd	Northern Italy
May 3 rd	Northern Italy
May 4 th	Poland
May 10 th	Poland (returned on 3 engines)
May 12 th	Poland (total mission done on 3 engines)
May 16 th	Northern Italy
May 19 th	Poland (plane damaged by flak)
May 21 st	Poland
May 28 th	Poland
May 29 th	Poland – Motyln 4

There are three missions among all the 30 dangerous night flying operations that stand out:

March 22

A Drop Zone (DZ) for two agents would be marked in Northern Italy using fires deployed in a Y shape after 0100. The flight in was uneventful. The DZ found on time while flying at 8,000 ft (which in the Alps meant that the peaks were all around them - but not visible). The containers were dropped on the mark. After doing a 180 and again with the Y still visible, two agents jumped from the Liberator. At that moment and looking out of the windows they saw snow covered peaks practically touching the right wing. Calling out an emergency, Stan ordered Jacek to push the throttles thru the gate to “Emergency Power”. With both pilots pulling with all their might and the engines roaring, they managed to avoid the peaks but then the plane stalled and fell 3,000 ft. Luckily for them, they had fallen into the next valley.

Slowly but steadily they gained height and covered in sweat and exchanging comments about how lucky they had been, they started their return leg...with Stan mumbling and grumbling about the planners that had sent a Liberator to do things that only a Hurricane could.

March 24

During the outward-bound route on a drop mission to the north, weather was very good except for a storm front around Genoa. But, while they were returning at 9,000 ft, they found the same clouds with ice and turbulence. Clouds were very thick and they could not make out the fires at Anzio when the navigator told them they turned to the south-east for Brindisi. The cloud seemed to be thin now. Suddenly, the clouds started to turn orange - they thought it was the sun rising...but two hours too early! As the minutes ticked by, all around the plane the clouds became a pulsating red. This was really odd, and when they were about to turn to get out of that eerie cloud all hell broke loose. The plane was tossed upwards, Stan was ejected from his seat and fell to the floor, their engineer fell into the fuselage and the plane went into an uncontrolled dive. Jacek managed to get control the plane and pull up while red and orange balls were shooting all around the plane. The turbulence ceased the same way it had begun. Blaming the navigator for a bad course that had taken them over Anzio and the fury of the Allied gunners, they checked the plane. Everything was fine except for a mysterious burning sulfurous smell.

Air Traffic Controller at Brindisi told them that visibility was more than 10 miles, but they could barely see the flare path 1 mile away. When they landed (still in the middle of the night), their Ground Chief greeted them with anger. What had they done to his plane? All the paint on the nose and leading edges of attack of the wings was gone and the clear surfaces were covered in black soot. When they arrived to be de-briefed, the intelligence officer told them that Mt. Vesuvius had erupted. They had flown into the eruption and survived! BZ965 was up and flying again 5 days later for yet another mission; this time to Yugoslavia.

May 29

Jacek was summoned to the presence of Squadron Leader Krol. He was told that as his tour was about to finish he had to go to Bari, Italy, to get attached to a

Dakota squadron for a very confidential mission and that he could not tell anyone about it.

At Bari, Jacek met Flight Lieutenant Jim O'Donovan, his skipper for this special mission. On the 29th they were briefed. That night, they were escorted part of the way out by two Liberators, then land in Poland in an area between the German and Soviet troops, deliver two passengers (Lt. General Tadeusz Kossakowski, a specialist in armor warfare, and Lt. Colonel Romauld Bielski, a sabotage expert), plus stores. Then they were to , extract four agents, and return them to Bari. After the information and details were passed the sobered crew exchanged few words. The operation's code name was Motyl 4 (Butterfly in Polish – it was to be the 4th of these type of missions to be flown).

They took off in broad daylight and flew north. By the time they had entered enemy airspace it was nighttime. With excellent navigation, they arrived over a small unused Luftwaffe airfield located between the Rivers Vistula and San and the Tatra mountains. When the members of the Home Army (AK) heard the plane doing one circuit they turned on letter T and red and green lights to mark the runway. As soon as the Dakota touched down, Jacek ran to the back of the plane to open the door helped by two crewmembers. The plane came to a sudden stop with both engines idling. Pistol in hand, Jacek jumped out of the plane into the darkness. Grass was so tall that it almost reached his chin. Not knowing what to expect next, he waited for a minute. Suddenly a large figure appeared behind the tail of the plane talking in Polish: “Motyl czwarty?” (Butterfly four?). “Tak” (Yes) replied Jacek. The shadow turned around, whistled and three more people appeared. They were helped into the plane. The fourth was missing. He had not been able to evade the German checkpoints. The big fellow thanked Jacek profusely and hugged him. Before climbing back into the plane, Jacek grabbed a handful of Polish grass and put it under his flying jacket. At that moment gunfire broke out in the distance. The Germans were getting close. Jacek closed the door and ran to the cockpit while O'Donovan was starting the take off run. With such tall grass, the plane had trouble achieving enough speed to leave the ground. The 800 yards were used up and still they had not managed to take off. Some seconds later they struggled into the air with no damage to the plane. The return leg took four hours.

The Intelligence officers took the three mysterious passengers away immediately. After saying farewell to Stan Szostak and his friends on June 10th, they flew the passengers in the same Dakota (477) to Hendon via Gibraltar.

After reuniting with his wife and in-laws, Jacek enjoyed a week of peace. Then he was summoned to Bomber Command Headquarters at High Wycombe. There, Jacek met O'Donovan, high-ranking British officers, Polish Generals, and high-ranking civilian members of the Polish Government in Exile. They were ushered into a room where there were dining tables and waiters - there even was a seat with his name in it. After waiting for awhile, a door opened and in came the British Foreign Minister, Anthony Eden, along with Jacek's three mysterious passengers. The identity of the passengers was soon revealed: they were Group Captain Roman Rudkowski (Chief of Air Intelligence of the AK), Major Zbigniew Leliwa (code name Kedyw), and Jan Domanski of the Peasants Party who had been in hiding in Poland.

Jim O'Donovan was awarded the *Virtuti Militari*. A General slapped Jacek's back and offered him any posting he wanted. Jacek asked to be sent to the Ferry Command Service based in Canada, but told the General that not even his Chief of Staff could make that happen...to which the General replied, "Well, I have news for you, son, I am your chief of Staff and I am going to have a try!"

This marked the end of his second tour of operations and a very happily Jacek was able to stay with his wife for some time. Stan Szostak and the rest of the crew decided to volunteer for another tour of duty. During the Warsaw uprising they were shot down and killed by a night fighter over the city on August 15th flying Liberator KG890 'GR-S'. They were one of the most experienced crews. That very same night, besides Szostak's, there were 5 RAF and 5 RSAF (Royal South African Air Force) planes shot down over Warsaw. The Poles in 1586 Flight not only had to fight against the Germans but also against Air Marshal Slessor who complained that the Warsaw flights were a useless waste of men and resources. The Poles got almost to the point of mutiny. Only a change in the RAF Command eased the tensions.

1586 (P) Flight became 301 (Polish) Sqn again (as it had originally started back in 1940) after suffering grievous losses (22 planes and crew in little more than

a year) especially during the Warsaw uprising (i.e. 5 planes and crews on September 2nd 1944).

Ferry Command

1945 started with Jacek flying Hudson III and VI at 313 FTU. After crossing the Atlantic in a convoy, he delivered his first plane (a C-47) in a 6-day trip from Dorval, Quebec, to Perswick, Scotland. The next delivery was a B-24 from April 21st till 25th, followed by another two more in June, one in July, and the final one, quite fittingly for a Bomber Command pilot, a Lancaster in September.

Jacek's and Hilda's only son Michael was born in May 1945 while he was in Canada.

With peace came the pain of betrayal: Poland was left to the Soviets and was not free. Jacek had seen the trend during the war and at one point he received this answer from his fellow British pilots: "What do you want us to do, start another war for you?"

Offered a job helping his fellow Poles to settle in the UK was a task that he happily accepted. He taught them English and it was a very pleasing experience.

When his brother, Rafal, decided to emigrate to Argentina, Jacek went to the Argentine Consulate to start the paper work. There, he was asked for money to speed up the process...and therefore he decided not to pursue the Argentinean option. In 1947, he was offered a Commission in the RAF. His postings as Air Controller included Singapore and Malaya during the unrest of the early 50s, Preston in the UK, and Nicosia in Cyprus.

His travels in his brand-new sailing ship from the UK to Cyprus is told in his book *Underwater Gorillas are Hard to Find*. On Cyprus, the unrest between Greece and Turkey meant another spell under fire in 1974.

He traveled to Poland twice. During one of those trips he visited the neighborhood where he had lived as a kid. All was new as the old buildings had been destroyed during the war...either during bombings or razed by the Germans as revenge for the uprising. The only building left was his family house. But now it stands as a memorial to honor 26 members of the AK killed in 1944 by the Gestapo who had used the Blocki's house as the Headquarters

His medals include:

- *Virtuti Militari* (Class V – Silver)
- Cross of Valour (Polish) and 3 bars
- 1939-1945 Star

- Air Crew Star (Europe)
- Defense Medal
- Italy Star
- Malaya
- War Medal (Oak Leaves)

After retiring from the RAF in 1975, Hilda and Jacek settled in Cyprus. After selling his boat, he used the RAF sailing boats at Akrotiri for many years. Eventually he hired German boats in southern Turkey twice a year and took friends sailing. His last sail was just over a year before he died.

Jacek passed away in 2010 at age 88 in Cyprus. His son Michael, the Polish Ambassador, and Group Captain John Bessell, Station Commander of Royal Air Force Akrotiri were among those who were present at his funeral. A fly past by an 84 Sqn rescue helicopter took place during the ceremony.

Jacek is only one of 65 pilots of Bomber Command who completed two Operational Tours in Bomber Command. The Command lost 8,325 planes, 55,573 crews killed out of a total of 125,000 aircrew (a 44.4% death rate), a further 8,403 were wounded in action, 8,195 were killed in training, and 9,838 became prisoners of war.

Pablo Calaterra (SAFCH #1728), Canada.



Jacek Blocki with Wellington MkII Z8343 'S for Sugar'



Jacek Blocki Wellington MkIV Z1496

Acknowledgements

The Blockis family. Especially to Pat for her time to gather information, her patience and understanding. Thanks Pat! You are the best and have a great heart!

Andy Renwick at RAF Museum London

Prof. Z. Wesolowski (www.polishmilitaria.com)

Sources

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2. Underwater Gorillas are Hard to Find (Jacek Blocki)
3. A Question of Honor (Lynne Olson and Stanley Cloud)
4. The Federation of East European Family History Societies.
5. Polish Squadrons Remembered
6. www.polandinexile.com
7. In Touch Magazine (October 2010)
8. Kawalerowie Orderu Virtuti Militari.
9. Aircrew Remembrance Society



First Tango in Warsaw: softbound with b&w pictures. 182 pages. 10 £ plus postage.

Underwater Gorillas are Hard to Find: hardcover with b&w pictures. 101 pages. 14 £ plus postage.

Both can be acquired by contacting Pat Blocki (Jacek's daughter in law) at the following email address: patriciablocki@yahoo.co.uk

Building the Wellington VC

Pablo Calcaterra

Trumpeter Kit

My jaw dropped when I opened the box. Presentation is excellent with all metal, clear and rubber tires held in another box inside the main one. All sprues are individually bagged. It is probably the most complex and complete kit I have tackled so far.

The Trumpeter kit has more than 600 pieces. Quality has nothing to envy to Hasegawa and Tamiya. There is a very complete interior and lots of armament (bombs) that in their great majority will end up in your spares box. Decals are useless because the red lettered codes were not introduced until MkIs were not in service anymore.

Alley Cat Conversion

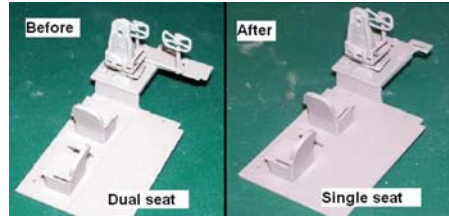
The conversion kit for a MkII includes two Merlins with some little parts, two clear resin windows for the fuselage, enlarged horizontal surfaces, 8 propeller blades, a blank for the fuselage turret, two propeller hubs, four sets of exhaust stacks, a blanked nose turret, and a very nice decal sheet with 5 options. The 4,000 lb set has a Cookie (or blockbuster) bomb, the bomb bay doors and the cradle to be fit in the bomb bay.

Construction

There is lots of work to do in the interior of the fuselage even though most of it will be lost once the halves are glued together. Especially when the plane to be depicted had the long fuselage windows painted over in black.

I first started cutting out the holes for the triangular windows on the fuselage. Using the directions in the Alley Cat set and following the internal structure it was a simple task. I left some thinned fuselage plastic on the edge of the opening to be used as support for the windows (these would sit on the thinned out area).

I put together the pilot office with the intention of painting it in black once assembled. Luckily, before painting it, I happened to reread Jacek's book and he clearly states that Z8343 was a single (not a double) seat Wellington. Now that the control column and other parts were in place I had to cut out the right hand side very carefully. With this done the office was sprayed in black.



The navigator and radio operator compartments were mostly made of wood. Those walls and bulks I painted first in medium brown. Originally I thought about using the technique I had used for Pattle's early Gladiator. That is to say once the light brown paint was dry I would apply clear dark brown varnish and then remove it with cotton. But I was lazy and decided to reverse the base and first give a hand of darker brown and only then a lighter tone of brown. When 10 seconds or so later I removed the new color using a damp cloth I was surprised to find that the edge of the lighter brown had already dried out so it was not removable with the cloth anymore. But this left a very nice effect of marbled brown, the same one you find in cut wood. I repeated it in other parts with great success. The longer you let the paint sit the thicker the light color edge is going to be.

Most of the framing I painted in aluminum. The fuselage floor in light gray and the path on top of it in black with some very diluted light brown drops to resemble the wood underneath the black paint, coming out due to wear and walk of the crew.

Following the excellent pictures found in Wellington (4+) I painted the radio and the instrument panel with drops of Future to depict the instrument faces where needed. It is the first time I use the acetate one as supplied with the kit. A beauty. Great to work with, excellent finish and detail. Sadly it cannot be seen once the cockpit is closed. I took some seat belts from the Airwaves RAF set and added them to navigator, radio operator and pilot seats.

Carefully I attached the masked fuselage windows and proceeded to blend them with the fuselage using putty and wet sandpaper of various grits.

The oxygen bottles received a coat of black and RAF interior green for the

braces. Other details for the fuselage included the chemical toilet, the flares launcher, the extra oil tank, the rockets (orange), the blue W/T trailing aerial winch, parachutes in black, ammo boxes and rails, bombing computer and radio.

With a mix of red and brown I made up the dope color for the fabric. This paint stretched the fabric once it dried. The internal side of the fuselage received a hand of this color. The tail turret, bomb bay area and front fuselage areas received a coat of black.

The internal fuselage framing was painted in silver, frame by frame, using a brush.



The camera received a couple of drops of Future as "glass".

Both turrets were put together. They are excellent and have lots of detail. I added seatbelts here. I decided to glue the tail turret facing one side (thus leaving the doors open to see the details) and the nose one almost pointing straight to the front but with the doors open to get some more light inside the fuselage...if that is possible! I masked the Plexiglas and gave the external part of these turrets a coat of matt black. After removing the masking tape of the parts of the turrets that would end up inside the fuselage, I attached the opened doors to the front turret.

I removed the supports for the bomb bay (at the center) in order to accommodate the cradle for the Cookie.

After some cleanup I attached the cover for the ventral turret and the housing for the tail wheel (both painted in black)

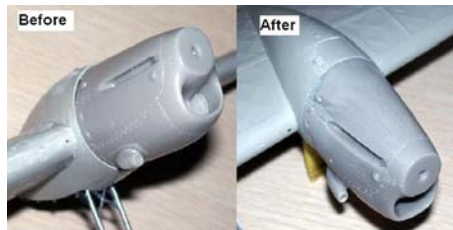
I glued all the internal pieces (including the opened to port crew access door) and when done, after taking some pictures to remember all the hard work I put on the interior, I proceeded to glue the two halves together. This was easier said than done as the front turret would

not fit easily and trended to open up the top front of the fuselage. So in preparation I had to dry test the fit many times, sanding some fuselage areas and thinning them down in order for them to accept the turret. I managed to close the two halves but still had to add some putty and do some sanding especially in the area of the front turret fairing.

The downward ID light under the nose is a single clear piece. After adding putty and sanding the area the surface had a much better fit and match. As most of the support is black a tiny ball of Blue Tac covered the clear round portion to represent the glass for the light. There was a little bit of putty required here and there but it was minimal.

Attention then moved to the wings and the landing gear. I did not find the problems mentioned by Tom Cleaver in his build. The etched parts went together very well...though I followed his advice and made sure that all the holes were properly opened up. I sprayed the interior in black, glued the two wheel wells plastic halves together. I decided to build the plane with the flaps up as all the pictures I have seen in my 3 references don't show these in the down position. I had to sand some of the top corners of the landing gear wheel wells for the upper and lower halves of the wings to close properly. Once this was accomplished I had to use some putty to improve the unions.

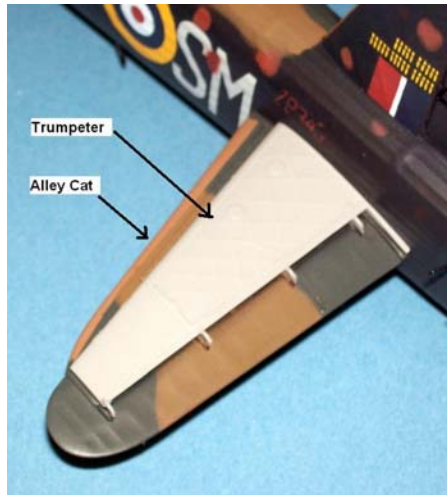
Next the Alley Cat Merlins. These require little work to clean them up but due to (most likely) my building skills they don't have a very clean match to the engine housing on the wings. With a Goop mix (Goop – Plumber's weld) I filled up the gaps and sanded the plastic a little bit to get both surfaces closer together. I did not lose lots of details and the ones I had sanded out were easily rescribed.



Even though there is a box that should help you to attach the wings to the fuselage I found this part to be somehow tricky and not as straightforward as described elsewhere. The wings move

around a little bit and thus some glue stuck on the "fabric". Once the wings had properly set I had to sand those stains of glue and use Tamiya putty and some acrylic base white paste to fill in some of the gaps along the joint. Nothing too serious though.

The next step was to attach the horizontal tail surfaces. While cleaning the resin Alley Cat ones I found a nicely rounded piece of resin on my table. Hmmm...! Odd I thought...then I tried to dry fit the Trumpeter moveable surfaces and I realized that a little chunk on the resin part was missing. It was the outermost actuator. And luckily I had kept that nicely rounded piece just in case...because it was the missing actuator! After a couple of failed tries, it stayed in place. With the moveable surfaces attached I proceeded to use superglue to mate the surfaces to the fuselage. Nice and easy...except that the following day, while trying to improve the joint with putty, both came off as if I had glued them with white glue! Right! That is why Alley Cat says that superglue should not be used. Instructions are there to be read and followed! I resorted to my always friendly two part and finally a very firm and easy to sand and perfect union was achieved.



At last I attached the 4,000 lb bomb cradle in the bomb bay with the same glue.

I glued the canopy (previously masked) windows, attached the tail strut and masked some bits here and there (all the windows in the nose, bombing window, etc.) The tail turret opening was covered with BlueTac. The crew access hatch was masked with Tamiya masking tape.

With this I was ready to start the laborious painting process.

Painting

There are two partial pictures of the left hand side of the plane in Jacek's book. One shows him smiling with his head out of the pilot window; the other has him standing close to the "S" for Sugar. On these two pictures I was able to determine that those blurry lighter shapes are in fact dope paint (most likely repairs after the mission). I had also found several pictures of MkII planes from 305 Sqn but none of Z8343. Just by chance I found the London RAF Museum website and sent them an email asking them if they had a picture of this plane, explaining my distant political relationship with Jacek. Two days later they sent me a picture of the subject, showing 25 bombing missions on the tail, the area extensively repaired and the crewmembers beside the turret. Regretfully, after consultation with the family, it turned out that none of them was Jacek...but an invaluable and perfect picture of the plane was now going to help me to improve the accuracy of my model.

First step in the painting process was again to mix red and brown to create dope paint. The entire model was painted with this color, except for the engines, as these would have been aluminum. The "S" in "SM" had also been retouched in the actual plane so I covered one "S" with Blue tac leaving only a little round hole and sprayed dope in that area. Using the pictures as a guide and the explanation found in the book regarding damage to the wings and fuselage I used blobs of Blue Tac to mask the dope paint in order to represent the repairs as seen in the pictures.

With Model Master Acryl RAF Dark Brown I gave all the upper surfaces the first cammo colour. I was able to somehow determine the pattern of green after playing with photo editors, looking at several pictures of planes from this squadron. The dark brown (that I had toned down with white to give the colour some wear) was covered with paper and masking tape. Model Master Acryl RAF Dark Green with a touch of white completed the upper surfaces colour.

Exposing the leading edges of wings and vertical and horizontal tail surfaces I painted them with a mix of yellow and

brown. This was the special paint applied in those areas to minimize the build up of ice. The pattern to be followed was found in the Alley Cat coloring schemes.

The next step was the not so easy wavy demarcation of black and green/brown. First I tried to do this area using Blue Tac. It was not very good at staying in place and also the pattern was not as regular as seen in the pictures. After trying for a couple of hours I decided to take a different approach. I took one picture of a 305 Sqn plane in flight, eliminated everything except for the black areas using a photo editor and took this wavy shape to scale. Then I printed it two times and cut it out. This gave me enough length to mask the entire length of the fuselage. BlueTac kept the paper away from the surface of the kit. All the green and brown areas were masked with tape and paper.

With very low pressure I started to paint the demarcation line with the matt black (mixed with some drops of white). Then I moved to safer areas like undersides of wings, fuselage, propellers, propeller hub, cookie bomb and bomb bay. Another area that had to be sprayed carefully with just black was the top of the tail vertical stripes as that was the case in this plane (in the actual plane this was done to add the yellow bomb marks over a freshly painted black background).

When I removed the paper masks I was very pleased with the results. There was no need of any retouch except for some areas where there was a "ghost" line of cammo that had not covered the dope colour. A little bit of Blue tac in those areas, very low pressure and everything was ready for the next step.

I had to wear the paint a little bit more. First, expose some more dope in the fuselage in the black area as seen in the picture sent by the London Museum. To this I sanded dry pastels (brick colour) and applied generously the dust using a brush. I blew the excess off and repeated until satisfied.

Aluminum drybrushed gave some depth to the honeycomb radiators located under the Merlins.

Having seen that most of the MkIIs had considerable staining on the wings due to the Merlins I decided to follow suit. My first approach in order to avoid using paint was to buy white pastels, sand them and brush them on. Then black was

applied as the edge. So far, though the effect was a little bit too subtle, everything looked fine. I applied a fine coat of Future to protect the white pastel dust...and it disappeared! No white left! Nowhere! Back to square one and now needing to find a better system...I decided to give it a shot using Matt Varnish and some drops of white. I tried on an old model I have that is all full of different painting tests. I added more white paint until I was surprised that I was able to achieve a decent look with different degrees of intensity, as it would happen in the actual planes where the stains would be more marked close to the exhausts and less towards the trailing edge of the wings. I masked the areas of the wings adjacent to the stains to prevent an "accident" (that is to say, over spraying an area that was not white and then needing to spray again brown or green...) Taking a deep breath and being extremely cautious I applied my mix and build it up. It was not that hard at all and with more confidence I did the other 3 exhausts. The black pastel stains were not covered and a very nice effect was achieved.

With a silver pen I chipped paint here and there to represent some wear and the opening and closing of panels.

After all these sessions I finally gave the plane two or three coats of Future. Slowly building it up, starting from the bottom and moving to the sides and finally ending on the top of the plane. As I have discovered with my 164 Sqn Spitfire, it only took patience to achieve a very nice (and not runny) finish.

Decals

There are no stencils so the process was quite fast. I applied all the roundels first and the tail bars and helped them with Sol. Once they had dried up the next day I started with the "SM"s and I realized that I had painted one of the dope "fixes" in a spot where one of the letters on the left side of the fuselage was going to sit. The day after the decal had dried I drybrushed some dope and perfected the smooth edge using sanded pastels, following the original stain I had painted days before.

During the picture hunt I realized that I did not have 50 bombs of the correct size to be applied to the tail. I sent an email to Alistair (at Alley Cats) and he sent me (for a small price) another copy

of the same set supplied with the MkII conversion. When I did some extra measurements I found out that these were not at the distance required for Z8343 so I proceeded to cut each bomb individually and place them carefully closer together. This process was repeated on both sides.

I added the Polish checkered markings and the individual "S"s for Sugar.

Using the picture of the tail section I cut out parts of the serial number and place them on the fuselage. To dilute the now sharp edges and represent the wear that had practically erased these numbers I used sanded black pastels and a brush.

The entire plane was given a coat of Matt clear varnish (Model Master Acryl) and left to dry for a couple of days.

Final Steps

Once the matt colour was dry all the red pastel stains and wear showed up again (they had disappeared under the coats of Future).

I removed all the masking tape from the clear surfaces...and with the tape came off most of the colors I had applied to the canopy frame and the triangular windows on the fuselage...! With patience, a small brush and holding my breath I carefully painted them again. The result was pretty good.

The rubber wheels went with no problem on the hubs, and these were placed using some little metal rods supplied by Trumpeter. Therefore the 3 of them rotate with no problem.

Next step was to add the cookie bomb (with Goop). No problems here. I had previously painted in aluminum the braces that hold the bomb in place. No bomb bay doors were attached (not even the ones supplied by Alley Cat with their bomb) as Jacek clearly states in his book that it was quite a challenge to take off with the "4,000 lb bomb and no bomb bay doors".

After painting the exhausts with Model Master Acryl rust (and black to represent the actual holes) I placed them using tiny amounts of Goop.

The right side propeller was chipped with silver pen and sprayed clear matt. The left one, being a new one after losing it in the mission, was painted in clear satin and I added no chipping.

The antenna and the streamlined loop aerial were next (the last one covered in satin clear varnish as it was a metallic part)

The pipes for the fuel jettisoning system were painted in black and drybrushed with rust.

With a drop of silver I represented the formation light on top of the fuselage. The clear cover and astrodome went in with not a lot of fuss. Just some sanding of the clear parts and scraping of putty and paint off the fuselage.

The mass balances were added to the tail, including the photo etched one and then painted in their respective colours.

Formation lights on the rudder were painted in gloss white; the one on the nose in silver.

Painted in black the blind panel Venturi and the trailing W/T trailing aerial tube were glued in place.

The photo etched "wire cutters" demanded some careful handling (I lost

one but made it from scratch using the "tree"/frame of these parts) but went with practically no fuss in their places on the border of attack of the wings.

The machine guns were inserted thru the front openings of the turrets and after some trials glued in place (after receiving a dry brush of aluminum to highlight some details). I glued the two tail turret doors.



And finally (!) after studying the 4+ diagrams for some time I added the two

aerials using 0.010" stainless steel wiring.

Conclusions

The build took me only 2 months and half instead of the 4 that I originally estimated it would take. Clearly a testament to the great fit of Trumpeter and the quality of the Ally Cat conversion set.

This is my tribute to my distant relative. A World War II hero.

Pablo Calaterra (SAFCH #1728), Canada.

Acknowledgements

Alistair at Alley Cat Models

Sources

1. 4+ Vickers Wellington
2. Squadron 076: Vickers Wellington in Action
3. Warpaint 010 Vickers Wellington

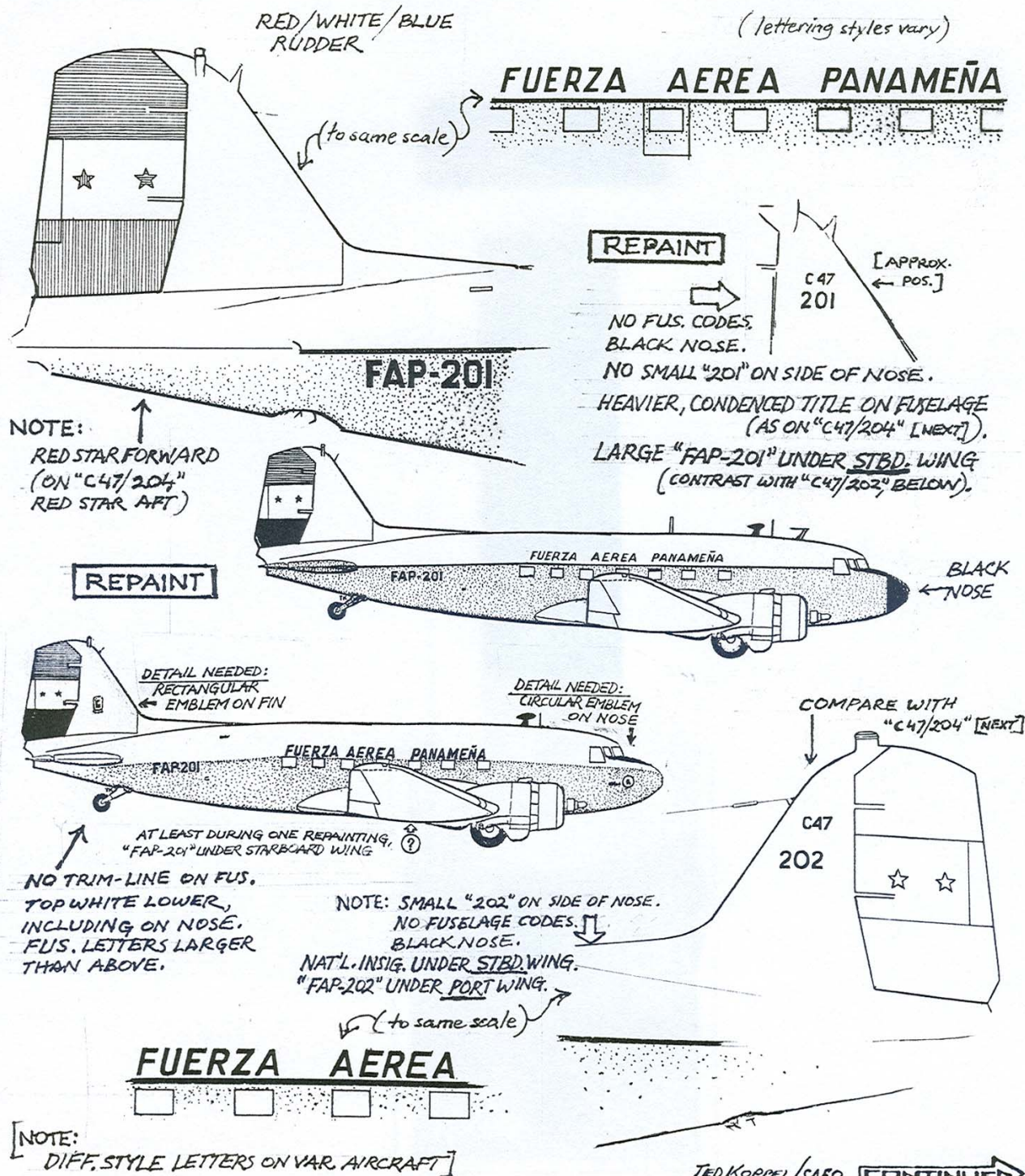


UNFINISHED PROJECTS FILE

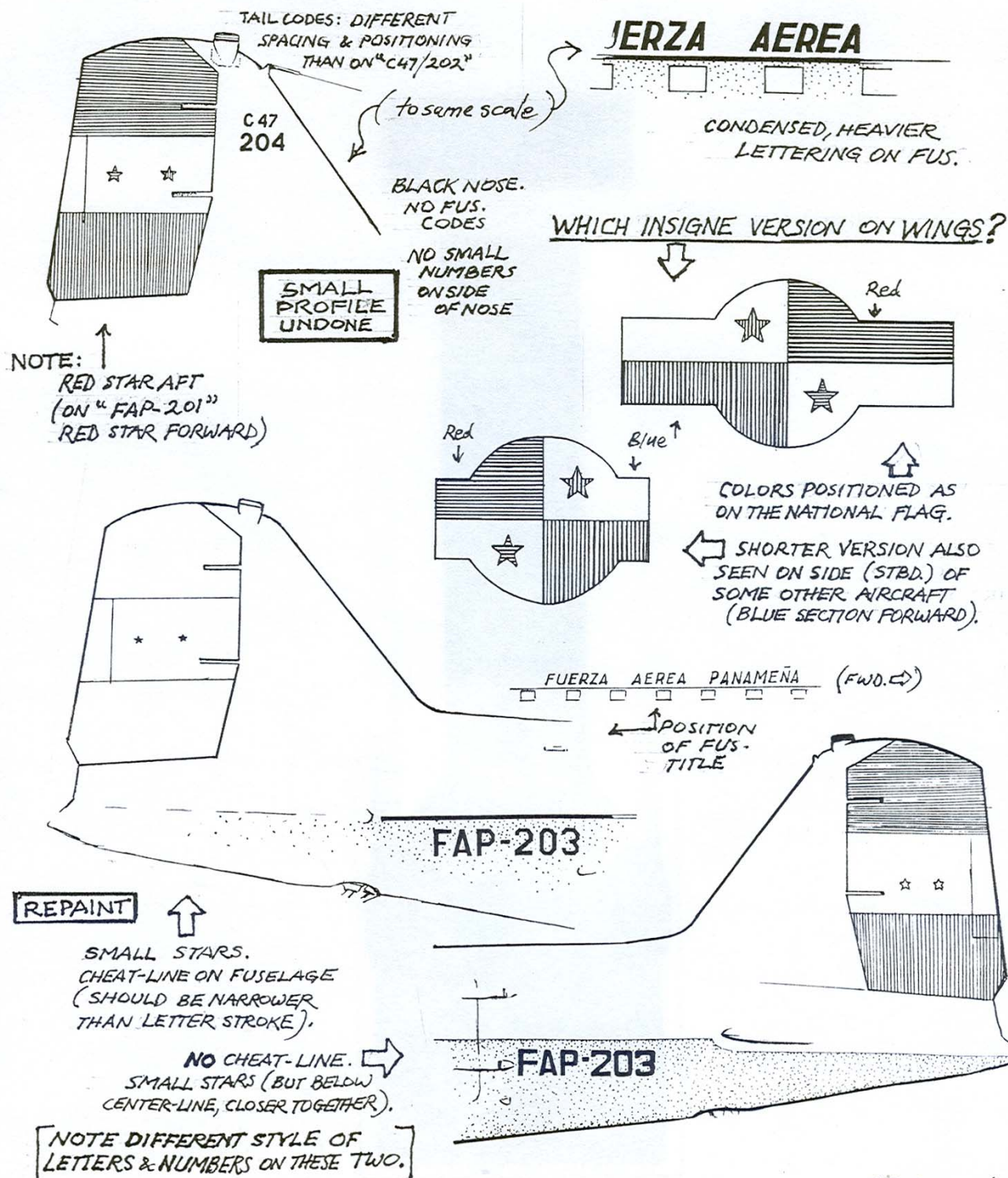
TAILS of the GOONEY-BIRD (8)

OVER CENTRAL AMERICA:

PANAMA-I.



PANAMA-II



TED KOPPEL/SAFO

[Ed: Anyone familiar with the publications of our Argentine friend Jorge Nunez need no reminder that his publication are among the most excellent in the world. They uniformly consist of expertly-researched text (in Spanish) and beautifully-reproduced color photos and color profiles printed of the highest-quality (Kodak quality) paper. The editor takes advantage of the "landscape" format to provide many of the photos and all the color profiles in full-page width and a 2-page centerfold. If you haven't seen one of his publications, you owe it to yourself to obtain a few.]



Dassault Super Étendard, by Jorge Félix Núñez Padín. Serie Aeronaval #30. Publisher Jorge Núñez Padín. E-mail: fjnpadin@yahoo.com.

This book follows the now familiar format of Jorge's Serie Aeronaval: (1) "Historia" 6 pages including 13 photos. (2) "Operaciones en Malvinas" 6 pages including 10 photos. (3) "Técnica" 5 pages including 13 photos. (4) "Historias Individuales" 2 pages including 10 photos. (5) "Colores & Insignas" one page including 2 photos. "Operaciones Embarcadas" 5 pages with tables.

The strength of all Jorge's publications is in the photos and profiles. Full-page photos (8). Four photos per page (16). Nine photos per page (18 – armament & details). One 2-page color profile. Three pages of color profiles with 4 side-views and a top and bottom views.

The text is entirely in Spanish. (Makes me wish I had taken Spanish in High School instead of Latin.) But, don't let that prevent you from obtaining this well-researched book on an historic a/c that changed to history of naval warfare. Here's a little test for you:

0755 Super Etendard (msn 55):
Primer vuelo el 23.03.81, traslado

hacia BAN Landivisiau. Vuelo de prueba el 01.01.81. Incorporado el 07.12.81 a la 2ª EscAer de Caza y Ataque como 0755/3-A-205. Participó en el ataque contra el HMS (R-05) "invencible" el 30.05.82.

If you passed this test, you will want this book. It is available from the SAFCH Sales Service (safch@redshift.com) for \$15.00 plus p&p.



Northrop C/F-5A/B/E/F en Latinoamérica, by Santiago Rivas. Latin Wings #1. Publisher Jorge Núñez Padín. E-mail: fjnpadin@yahoo.com.

With this volume, Jorge initiates a new series, "Latin Wings". Each volume will cover a specific aircraft family in use with the countries of Latin America. This first volume covers the Northrop N-156 in use by:

"Brasil. Força Aérea Brasileira: Northrop F-5B Freedom Fighter & F-5E/F Tiger II" 12 pages including 23 photos.

"Chile. Fuerza Aérea de Chile: Northrop F-5E/F Tiger II & Tigre III" 7 pages including 13 photos.

"Honduras. Fuerza Aérea Hondureña: Northrop F-5E/F Tiger II" 3 pages including 5 photos.

"Mexico. Fuerza Aérea Mexicana: Northrop F-5E/F Tiger II" 6 pages including 14 photos.

"Venezuela. Avición Militar Bolivariana: Canadair R/VF-5A/D Freedom Fighter." 6 pages including 14 photos.

This is followed by a 12-pages "Photo Album" with 36 four-to-a-page photos and 3 full-page photos. A 13-page section on "Técnica" including 43 photos. And a section on "Identidades" 7-pages with tables listing every individual a/c by country and 20 more photos.

A final section, "Perfiles", features color profiles" Brazil (11), Chile (3), Honduras (2), Mexico (5), and Venezuela (5), and includes enlargements of unit insignia and colorful tails.

Latin Wings #1 is highly recommended for the aviation enthusiast, the modeler, and anyone who appreciates beautiful photos of beautiful aircraft. It is available from the SAFCH Sales Service (safch@redshift.com) for \$20.00 plus p&p.



BAC Canberra en Argentina & Peru, by Jorge F. Núñez Padín & Amaru Tincopa. Latin Wings #2. Publisher Jorge Núñez Padín. E-mail: fjnpadin@yahoo.com.

Unlike Latin Wings #1 that covered all Latin American countries that used the Northrop F-5, this volume covers the use of the BAC Canberra only in Argentina and Peru. This is probably a good decision since both authors appear to be very knowledgeable about the Canberra in their counties. Let's hope that future volumes of Latin Wings will cover the Canberra in the other counties of Latin America.

"01 Argentina: BAC Canberra BMk.62/T.64": "Historia" 7 pages including 14 photos; "Operaciones de Guerra" 12 pages including 18 photos.

"02 Peru: BAC Canberra BMk.2A/B/BMk.8/BMk.12/TMk.4": 8 pages including 19 photos.

"03 BAC Canberra Técnica" 8 pages including 19 photos. "04 BAC Canberra Identidades" 3 pages with tables listing all individual Canberras used by Argentine and Peru.

"Appendice" a 3-page table listing all Argentine Canberra mission flown during the Malvinas Conflict.

"Photo Album" 6 pages with 24 photos (15 Argentina & 9 Peru).

"Perfiles" 8 pages with color side-

views of 5 Argentine Canberra (with one bottom plane view) and 5 Peruvian Canberra. Of particular interest is a Peruvian B1(Mk.8) '257' in a desert camouflage of brown and tan (shown in both profile and plan view) that was "destruida en combate el 5 de Febrero de 1995". A "Google" translation of the relevant text reveals that its loss remains unexplained, either to Ecuadorian antiaircraft fire or an Ecuadorian "caza".

This book is available from the SAFCH Sales Service (safo@redshift.com) for \$20.00 plus p&p.

Future releases are: Latin Wings: F-16 Fighting Falcon & A-4 Skyhawk. Serie Aernaval: AT-11 Kansan/C-54 Expedito & AT-6/SNJ Texan Serie Fuerza Aerea MS-760 Paris.



Messerschmitt Me 262 Two-Seat Variants, by Malcolm V. Lowe. 4+ Publication. Distributed by MARK I Ltd., PO Box 10, CZ-100 31 Prague 10 – Stranice, Czech Republic. E-mail: mark1@cmail.cz. Website: 4pluspublications.com.

"The book is soft bound with a square spine binding, it has 80 pages, 69 b&w and 10 colour photos in the main text, 4 pages of full colour profiles (14 machines depicted), 43 photos (40 in colour, 3 b&w) in the photographic section, with exterior and interior details and equipment descriptions." The text is entirely in English.

The 24-page "History and Summary" section covers the Me 262B-1a two-seat trainer and Me 262-1a/U1 night fighter. The next chapter's 18 pages covers "Foreign Projects and Post-War History". A final chapter covers "Technical

Description and Armament" in 11 pages. There are 8 appendices including, "Me 262 Two-Seater and Avia CS-92 Production Overview", "1/72 Scale Plans" "Me 262 Two-Seater Camouflage and Markings", "Avia Cs-92 Camouflage and Markings", "Camouflage Profiles" (6 Luftwaffe, one UK, 2 US, one USSR, & 4 Czech), "Photographic Sections", "Glossary", and "Family Tree".

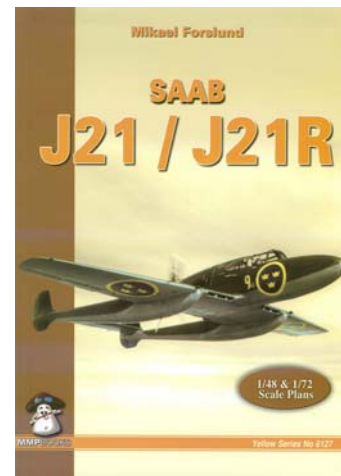
So much for the statistics, but what's in it for the non-Luftwaffe enthusiast? Actually quite a bit! Seven pages and 15 photos are devoted to the 2-seat Me 262s that found their way to the UK and the USA. Japanese and French interest in the Me 262 is discussed although no two-seaters found there way to either of these two countries. Of most interest to the small-air-forces enthusiast are the 7 pages and 15 photos describing the history of all 2-seat Me 262 found on Czech territory at the end of WW2, and their subsequent use in the Czech Air Force as the Avia CS-92.

The 4 pages of color profiles include aircraft in the markings of, Luftwaffe (6), RAF (1), USAAF (3), USSR (1), and Czechoslovakia (V-31, V-37, PL-01, & KR-35. The latter two were in squadron service).

A 4-page foldout provides 1/72-scale multi-view drawings of Me 262B-1a and me 262B-1a/U1, as well as side views of the Avia CS-92 with Heinkel HeS 011 engines & the proposed Me 262B-2 advanced night fighter.

The 4+ publication on the 2-seat Me 262 is a comprehensive and well-researched study of this important aircraft. The reproduction of the photos is outstanding and the color profiles are – well – colorful. My only complaint is that the book could have used a more aggressive copy editor; in places, the text is so redundant that a reader proficient in the English language can become irritated.

The recommended retail price is £ 24.90 / US\$ 37.00 / € 30. The review copy is available from the SAFCH Sales Service for \$37.00 plus postage.



SAAB J21 / J21R, Mikael Forslund. B-5, 144 pages, softcover. (2010) MMPBooks Yellow Series #6127. ISBN 978-83-61421-08-5. \$27.00.

The 144 pages are divided into 13 chapter: (1) "The Saab J 21" 14 pages, (2) "Technical Data and Performance Characteristics" 6 pages, (3) "Saab J 21A Technical Description" 2 pages, (4) "Variants" 1 page, (5) "Initial Deliveries" 21 pages, (6) "Saab J 21B or J 27" 1 page, (7) "Saab J 21A in Detail" 26 pages, (8) "Saab J 21A Colour Profiles" 6 pages, (9) "J 21R, Saab's First Jet Aircraft" 18 pages, (10) "Technical Data and Performance Characteristics" 5 pages, (11) "Preserved J 21s" 1 page, (12) "Saab J 221R in Detail" 24 pages, and (13) "Saab J 21R Colour Profiles" 6 pages.

The "meat" of the book is in chapter (1) and (9) where the development and service history of the propeller and jet versions of the J 21 are discussed in detail. This text is supported by 46 well-reproduced photos.

Continuing with the culinary analogy, the "dessert" is found in chapters (8) and (13) with 8 color profiles for each the J-21A and J-21R (with an occasional top and bottom plan view). The "aperitif" is chapters (7) and (12) where there are 64 and 58 photos of the J 21A and J 21R respectively. Most are in color and are supplemented by sketches obviously from a instruction manual.

There are 5 pages of 1/72-scale multi-view drawing of both the J 21A and J 21R. A large poster-like insert provides these same drawings in 1/48 scale.

MMPBook's *Saab J21/J21R* is highly recommended for both the aviation enthusiast and the modeler.

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AVIATION CLASSICS, Four issues £20. For more information visit their Website: www.aviationclassics.co.uk.

#17 Dassault Mirage III/5 (132 pages)

This issue is a feast for the enthusiast of the small air forces. It begins with a history of the Marcel Bloch and Dassault companies, followed by a discussion of the development of the delta-wing Mirage family. There are separate chapters on the Mirages licence-built in Australia, Belgium, and Switzerland, and a full chapter is devoted to export customers. For each of the 17 countries that operated Mirages, this chapter describes the type and number ordered, delivery dates, service career, and final fate. This chapter will keep the small-air-forces enthusiast busy for many evenings.

The above mentioned chapters are rather technical with the differences in the variants described in such excruciating detail that the reader must

pay careful attention. However, other chapters are written in a more narrative style. Among these are: "The Customer that Never Was", the unsuccessful attempt of Portugal to obtain Mirages for use in its African colonies. "South African Big Cat", South Africa's Cheetah. "Vultures and Young Lions", Israeli Mirage IIICJ, Mirage V, Nesher, & Kfir. "Over the Falklands" The role of the IAI Dagger in the 1882 Malvinas conflict. "Flight's On!" the American Kfirs, Challengers, Sniper, and ARAC.

Because there are so many variations in Mirage designations, a penultimate chapter lists and briefly summarizes the differences by country. The final chapter lists all the surviving Mirages and Kfirs on display. [Ed: How did a Mirage IIIRS find its way to Estonia?]

The excellent text is accompanied by many colour photos and colour profiles of small-air force Mirages.

[Ed: What I missed most in this issue were scale drawings illustrating the external differences among the variants discussed in the text. It is nice to read that a certain variant had a longer nose or a section added in the middle of the fuselage, but drawings would have helped, especially for the modeller.]

This issue also has exciting news of other payment methods: Subscriptions and back issues are now available on your favourite electronic device, including iPad, etc. Download the application at <http://bit.ly/aviationipad> or <http://bit.ly/aviationdroid> at a cost £2.49 (US\$3.99) including one free issue. Further issues are £3.99 (US\$5.99) and a one-year (four issue) subscription £10.49 (US\$14.99). Hard copies are also available to American Readers for \$60/yr (6 issues it says, but don't be surprised if there are only 4 issues per year). See Chris@ClassicBikeBooks.com.

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Gabon & Chad Skyraider, 1/72-scale decals. Antarqui Twin-Pack. \$6.00 plus p&p.

For you modelers who missed getting the Habbycraft kit #HC1368 with Gabon and Chad decals, here is your chance to build two Skyraiders in exotic markings. The Antarqui decals for the Gabon Skyraider (140 mm by 45 mm) has everything (roundels, fin flash, code

letters, s/n, unit emblem, and door decals) you need to make an exotic model. (See SAFO #114)

The decals for the Chad a/c (70 mm by 40 mm) are simpler (roundels, rudder stripes, and door decals).

Both sets of decals are in glorious color and in perfect register.



Estonia & Portuguese Fury, 1/48-scale decals. Antarqui Twin-Pack. \$6.00 plus p&p.

If you happen to have a couple of the old 1/48-scale Impact(?) kits of the Hawker Fury lying around, here are two attractive color schemes you cannot miss.

The decals for the Estonian Fury (120 mm by 45 mm) have the national triangle, fin flash, and s/n for fin and fuselage. Those for the Portuguese a/c (120 mm by 454 mm) carry the nation roundels, green & red fin flash, s/n, and greyhound emblem

Antarqui Decals can be obtained directly from: Antarqui Decals, 757 Emory St. #106, Imperial Beach, CA 93032, USA. antarquidecals@yahoo.com, or from the SAFCH Sales Service: saf@redshift.com.

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"In reference to Alfredo Logoluso article in SAFO #142 on the aerial claims of Frank G. Tinker, I would like to add the following comments, about the number of claims that have been given to

Tinker by various historians, authors, and researchers.

"First we need to look at the scoring system used by the Arma de Aviacion de la Republica Espanola. The Republicans used the Russian system of giving credit

to a pilot whether it was an individual and shared or even a squadron claim. I guess this was to avoid cutting up claims into fractions; a policy still used by the USAF. Many historians don't give Tinker credit for the squadron claims against

Junker Ju 52 tri-motor bombers that happened on dates before his first individual claim as mentioned in his book 'Some Still Live'. Also participating in these claims where the majority of the American pilots of the Patrulla Americana including the squadron commander Andres Garcia Lacalle and the Spanish pilots.

February 16, 1937: two Ju 52

February 20, 1937: one Ju 52

These were the first claims of the Escuadrilla Lacalle during the war.

"Also mention in 'Five Down and No Glory', Tinker had a probable claim for a German Heinkel He 112 monoplane fighter on 18 July 1937.

"Overall, Tte. Tinker's claims list would be the following for his service in Spain:

Escuadrilla Lacalle (Polikarpov I-15 Chato)

16 February 1937: 2 Ju 52 (shared)

20 February 1937: 1 Ju 52 (shared)

14 March 1937: 1 Fiat CR.32

20 March 1937: 1 Fiat CR.32

7 April 1937: 1 Heinkel He-51

Total for Escuadrilla Lacalle:

Individual	3
Shared	3
Total	6

Escuadrilla I-16

2 June 1937: 3 Fiats CR.32 (shared)

2 June 1937: 1 Fiat CR.32

16 June 1937: 1 Fiat CR.32

13 July 1937: 1 Bf 109B

17 July 1937: 1 Bf 109B

18 July 1937: 1 He 112 (probable)

18 July 1937: 1 Do 17 Damaged (shared)

18 July 1937: 1 Fiat CR.32

20 July 1937 1 S.79 damaged (shared)

Total for the Escuadrilla:

Individual	5
Shared	3
Shared damaged	2
Probable	1

"This would give Tinker an overall score of 14 (8 individual, 6 shared, 1 probable, and 2 shared damages).

"I understand why he is given credit only for those individual ones, which he was paid for, not the shared ones with the rest of the Escuadrilla Lacalle.

"Other sources claim that Tinker had more shared kills. Some accounts mention a combined total of 19 (Wikipedia web site on Tinker) for which I have not found any conformation. If anybody has a copy of Tinker Spanish log book I would like to request a copy of it.

Santiago A. Flores (SAFCH #588), USA.

"As a follow up on Santiago A. Flores' observations above, here are some notes about the additional claims attributed to Tinker.

"16 February 1937: According to the Republican Bulletin, total claims in the air combat on Jarama front (after 1550 hrs) were two 'Junkers' bombers (Ju 52) and two fighters (Fiat CR.32) shot-down. One Junkers was credited to (9 or less) I-16 pilots (from Otryad Denisov) and one to (11 or less) I-15 pilots from Escuadrilla Lacalle (as reported by other Republican documents). Tinker (flying an I-15) could be (or not) among pilots credited with a shared victory against one of the Ju 52 (likely, the only one really lost by 16 February 1937, with first pilot Capt José Calderón Gaztelu and 2 others crew airmen killed and 3 captured).

"20 February 1937: No Junkers bomber (nor other type) claimed shot-down by the Republican Bulletin nor by other known operational documents. No Junkers bomber (nor other Nationalist bomber) lost in combat by 20 February 1937 in Spain. (Some references under the date from Tinker's book appear to be among the few ones incorrectly reported.)

"2 June 1937: According to Republican Bulletin and other Republican and Soviet sources, claims under this date were: 1 'enemy fighter' shot-down around 1330 hrs north of Revenga and 6 Fiats late afternoon again near Revenga. The 6 Fiats claimed during the main combat in the evening (none really lost) were credited as follows: 4 to I-15s from Eskadrilhya Zorki and 2 to I-16s from two Soviet units, one of which having Tinker among its pilots (who claimed one individual victory). Maybe Tinker was also credited (or may be not) with one shared victory too, claimed earlier that same day: against the single enemy fighter (likely a Fiat CR.32) quoted around 1330 hrs.

"18 July 1937: No references are known among Republican operational documents about a He 112 claimed as probably shot-down, nor about a Do 17 damaged in air combat on 18 July 1937. Anyway, an encounter and a probable air-victory credited to Tinker against a 'new monoplane fighter' (maybe a He 112 prototype or the similar He 70) on that confused day (likely around 1415 hrs near Sevilla la Nueva according to combat time records from the Republican Bulletin) could not be surely excluded, as a later encounter with a 'bi-motor

bomber' (maybe a Do 17) also credited to Tinker as shared damaged (likely around 1940 hrs according to the Republican Bulletin). One He 112V (flown by Schulz) was lost in a forced landing owing engine failure after a ground attack on the Madrid front the day after, 19 July.

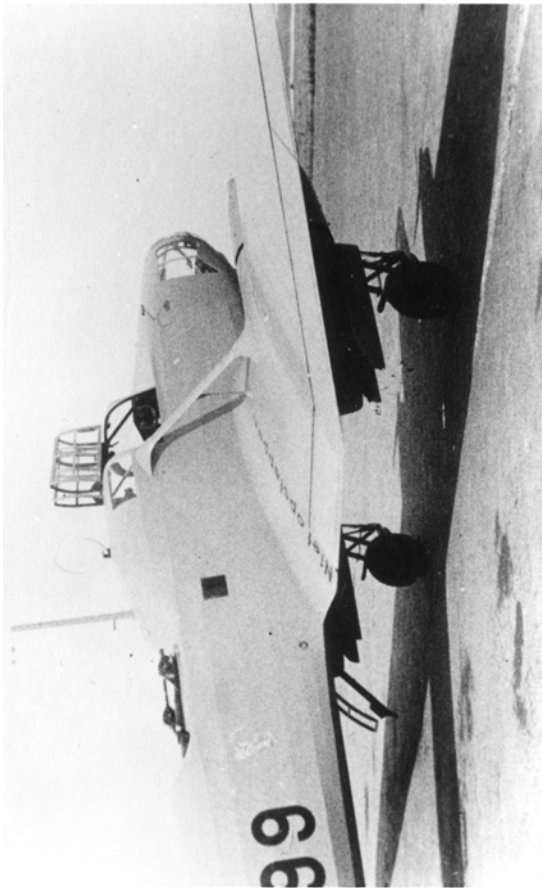
"20 July 1937: Tinker identified the six bombers he spotted in three pairs as German 'Junkers' bombers, meaning Ju 52 tri-motors or He 111s twin-engine (initially called 'bimotors Junkers' by Republicans) instead of Italian S.79. Tinker and his two Soviet wingmen fired all their ammunition against the bombers in the first pair, both likely claimed as shared-damaged (the second one more heavily). The Republican Bulletin only reported: 'Centre ... Two times our fighters machine-gunned enemy aircraft'.

"In summary, along the 8 individual victories claimed by Tinker (and credited to him as 'confirmed' by the Republicans), maybe the following could be added (without known documents in support): 1 Ju 52 shared with 10 (or less) other pilots of Escuadrilla Lacalle on 16 Feb. '37 (flying I-15 n.56); 1 CR.32 shared with (unspecified number of) other pilots of Eskadrilhya Ukhov on 2 Jun. '37 (flying I-16 n.70); 1 'Heinkel' monoplane (maybe He 112 or He 70) credited as probably shot-down on 18 Jul. '37 (flying I-16 n.23).

"Shared or individually 'damaged' aircraft claimed by (or credited to) Tinker could total up to 25 (8 'Junkers' bombers flying I-15s; 11 'Heinkel' or 'Fiat' fighters, 1 'bi-motor-bomber', 3 'monoplane' fighters and 2 'Junkers' bombers flying I-16s), but they are not considered within his effective score. Nor are the shared doubtfully-damaged 'Italian Romeo bi-motor bombers' (in fact Fiat BR.20s) attacked near Madrid on 13 July 1937.

"Aerial claims and credit criteria were quite similar in Spain among Republican (Spanish and Soviet) and Italian airmen, with concept of individual or shared claims (the latter referred to pairs or larger number of pilots, up to entire unit or group formations), to be credited as 'confirmed' or 'probable' victories. As a different tendency, Spanish Nationalist and German Legion Condor airmen rarely recorded official 'shared' victories."

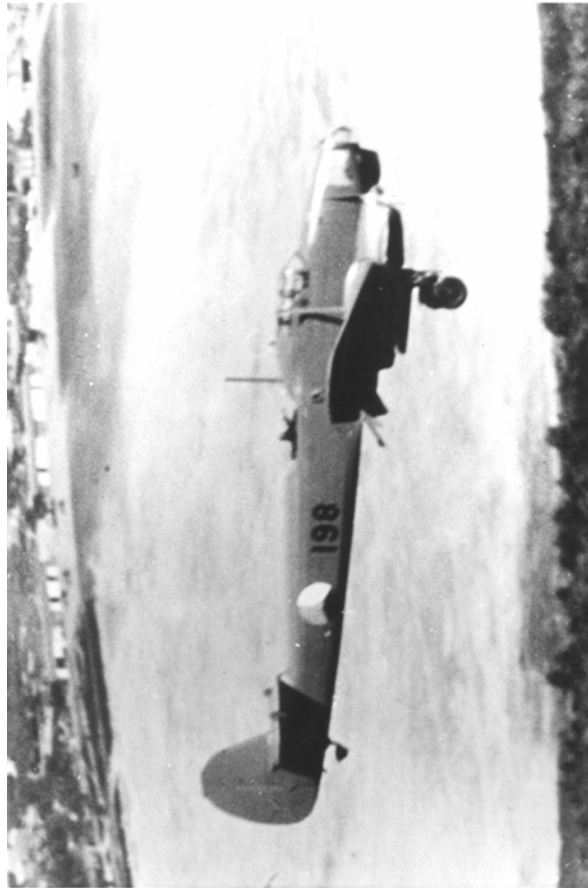
Alfredo Logoluso, Italy.



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